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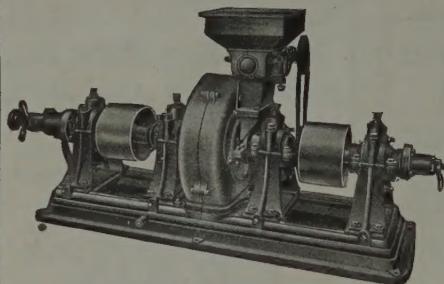
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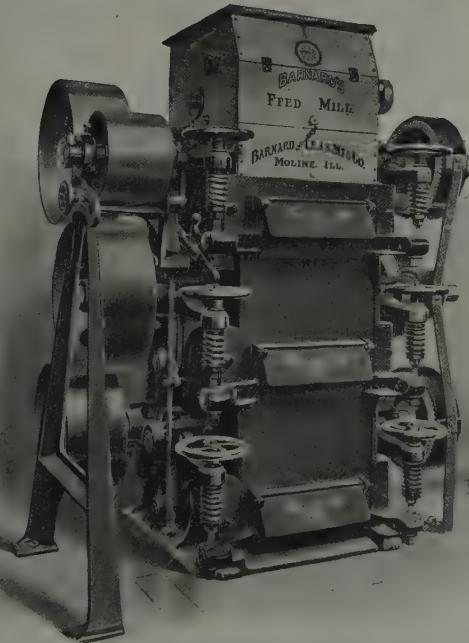
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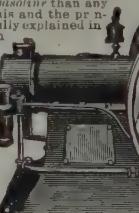
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The McVicker is safer than steam. There is no danger of explosion. You don't have to buy coal, keep a fire under a boiler.



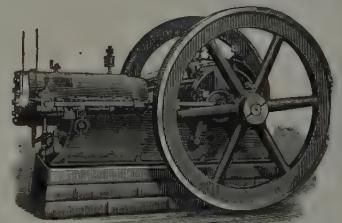
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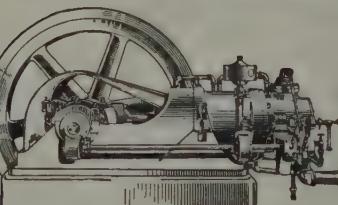
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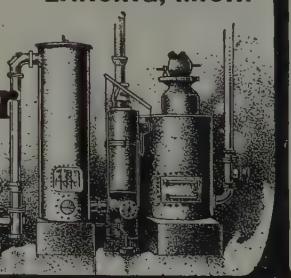
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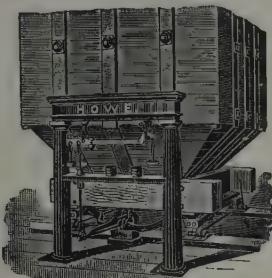
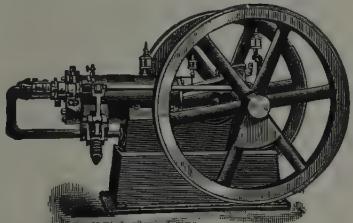
It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, descriptive of an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makers of American engines, besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.00.

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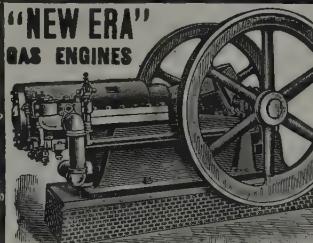
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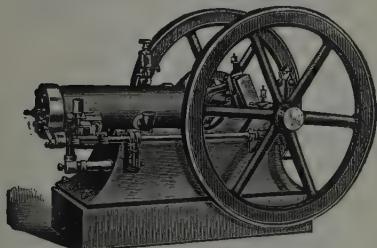
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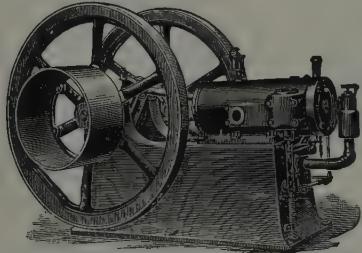
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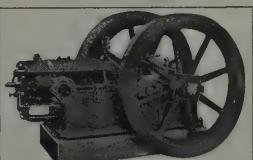
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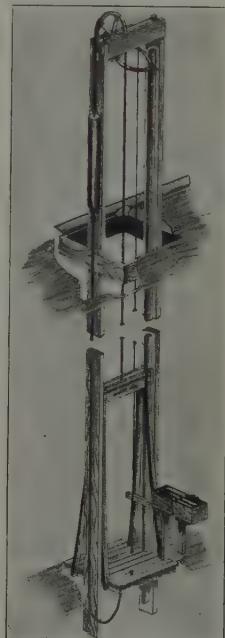
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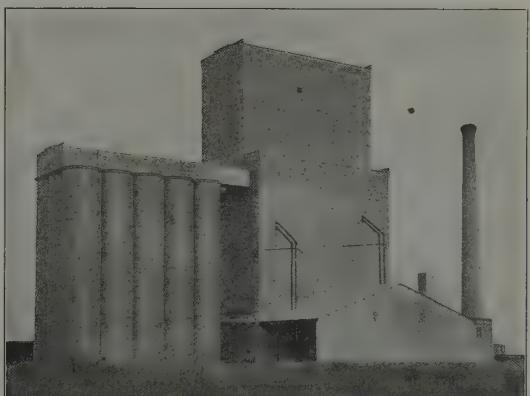
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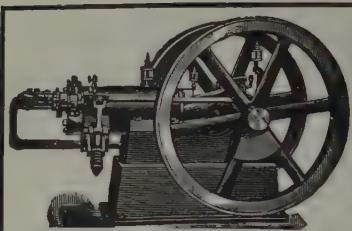
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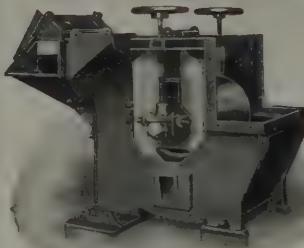
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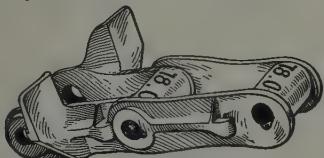
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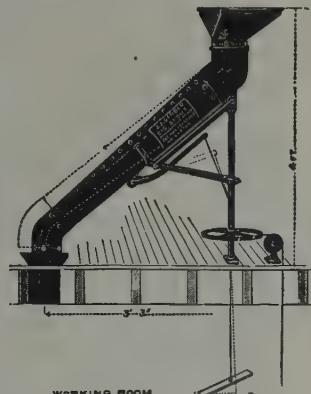
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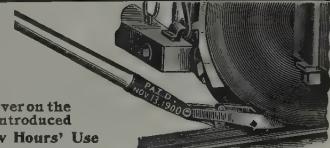
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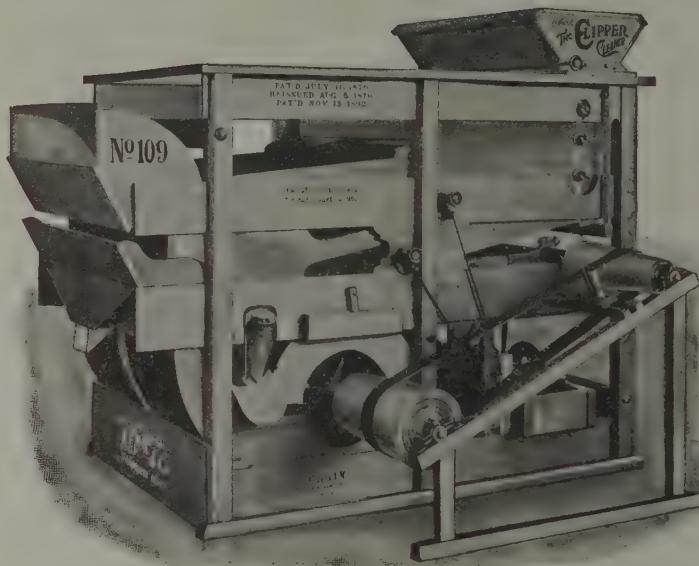
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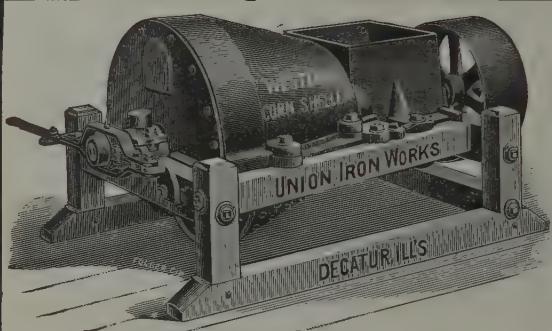
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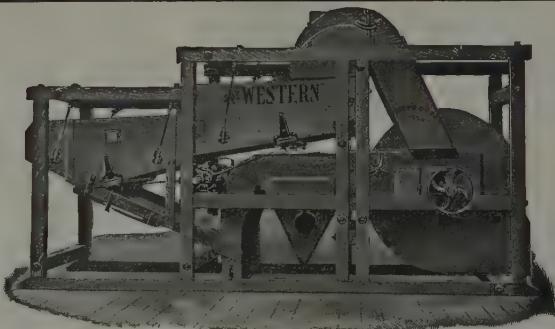
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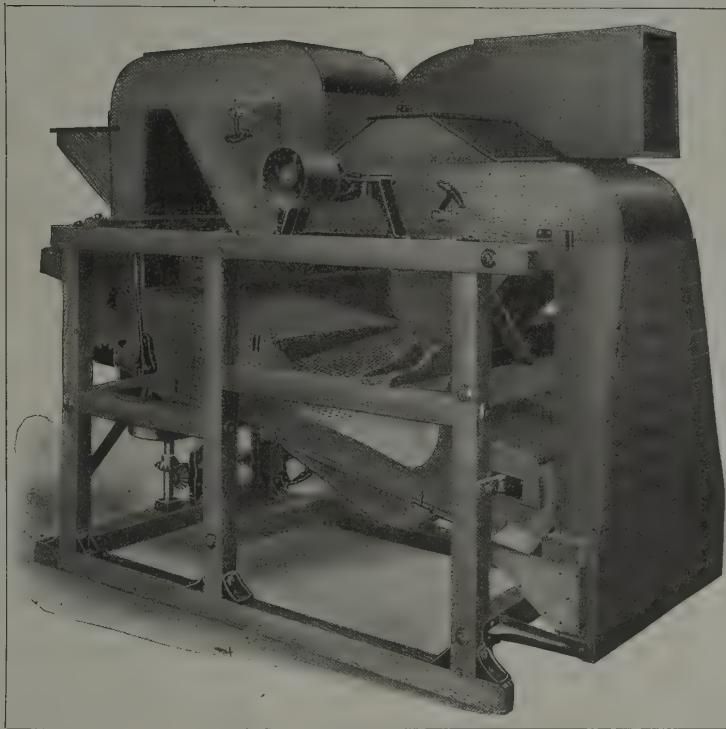
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Decatur, Ill.

Gentlemen:-

Referring to the No. 4 Rotating Corn Cleaner which we secured of you recently and installed in our Cerro Gordo Elevator, we are pleased to state that after running this machine for possibly thirty days, it demonstrates beyond a doubt that it is the best country elevator cleaner on the market.

In handling corn from No. 2½ Western Sheller, we gave the sheller all the feed it could stand and the machine took care of it nicely and in fact could have handled more. There was absolutely no grain carried over the tail end and into the cob spout and the corn was well cleaned. In handling shelled corn and oats the results are equally satisfactory, in fact, it is a first-class, all around country elevator cleaner and we are now figuring on installing another one in our Argenta house which is evidence of our faith in the machine.

Yours truly,

SHELLABARGER ELEVATOR CO.,

W. L. Shellabarger, Sec'y

Read
these
two
letters:

The Beall Improvements Co.,
Decatur, Ill.

Decatur, Illinois, Mar. 3, 1906

Gentlemen:-

We hand you herewith our check in payment for the Rotating Corn Cleaner recently purchased of you and installed in our Cerro Gordo house, and are pleased to state that the machine continues to give the very best of satisfaction.

We are especially pleased with the easy motion of your cleaner. We believe that any one seeing it in operation will concede its superiority over straight shake motion cleaners.

You will please enter our order for a duplicate of this machine to be shipped to our address at Beason, Illinois, at the earliest possible moment.

Yours truly,

SHELLABARGER ELEVATOR CO.

W. L. Shellabarger, Sec'y

Write for prices.

The Beall Improvements Co.
Decatur, Illinois

ELEVATORS FOR SALE.

MCLEAN ELEVATOR for sale. Address Louis E. Mann, Osmond, Neb.

UP-TO-DATE eltrs in corn and oats belt cheap. W. A. Thompson, Attica, Ind.

FOR SALE—A line of six elevators in Western Ohio. Address Aaron Smick, Decatur, Ill.

ELEVATOR Bargains from \$2,000 to \$15,000. All worth the money. Address J. M. Maguire, Campus, Ill.

LINE of elevators for sale. Other business requires our attention. E. R. Ulrich & Sons, Springfield, Ill.

ELEVATOR in S. E. Iowa for cash or Iowa land. Address Sam, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—A line of ten elevators in Oklahoma, or will trade for farm land. Address Aaron Smick, Decatur, Ill.

UP-TO-DATE elevator for sale. Feed, coal and seed business in connection. Address W. R. Laughlin, Box 345, Beatrice, Nebraska.

FOR SALE—ELEVATORS AND MILLS in the Hard Winter Wheat belt. Address The Culver Brokerage Co., Wichita, Kans.

FOR SALE—A small line of elevators in southeastern South Dakota. Address Elevator, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE in the corn belt of Illinois and Indiana. Bargains if taken at once. Address James M. Maguire, Campus, Ill.

FOR SALE—The best paying small elevator with hay, potato and fruit business in Michigan. Address Ling, Box 12, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS in Northern Ill. on I. C. Ry. for sale. Fine grain points. Cheap. Elevators bought and sold; exchanges made. J. H. Eversole, Champaign, Ill.

FOR SALE, rent or exchange—Good mill and elevator located in a fine wheat and grain country. Favorable terms. Address Real, Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE or will trade for Iowa land, a good grain and coal business located in central Iowa. Possession at once if wanted. Address Mel, Box 1, Grain Dealers Journal, Chicago, Ill.

SMALL GRAIN WAREHOUSE for sale "dirt cheap"; located in best grain section of South Dakota. For particulars address L. S. Hetland, Banker, Valley Springs, South Dakota.

AN ELEVATOR for sale that is in best repair. In good grain territory, close to good market. Coming crop prospects excellent. Address T. I. C., Box 7, Grain Dealers Journal, Chicago, Ill.

ACT QUICK—For sale, a new elevator, large grain point, low inc. rate, located in Illinois. Priced cheap on easy terms. Address R. S. W., Box 3, Grain Dealers Journal, Chicago, Ill.

A 10,000-BUSHEL ELEVATOR and mill at best grain point in Indian Territory, for sale. A good business at a reasonable figure. Address S. E. Bear & Son, Welch, Indian Territory.

ELEVATORS FOR SALE.

TWO NEW ELEVATORS for sale on St. Paul Road. Best two grain points in northern Iowa. Will sell very cheap. Have other business. Address Charles, Box 5, Grain Dealers Journal, Chicago.

FOR SALE—One-half or whole of central Iowa elevator and coal business; only elevator at station; doing good business. Snap for some one. Address Clair, Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE.

Three elevators nearly new in N. E. Iowa; gasoline power; all in first class condition; in splendid farming community. Address T. J. Ryan, Real Estate Agt., Charles City, Ia.

ELEVATOR for sale in grain belt of Central Iowa; 25,000 bushels capacity; fine building; everything in good shape. Business since 1st of August, 125,000 bushels grain and 700 tons of coal. B. F. Dixon & Co., Washington, Iowa.

125,000 BUSHEL ELEVATOR in Indiana for sale. Equipped with machinery including oat purifier, Hess grain drier, etc.; handles 400,000 bushels a year. Plant practically new. Address Lam, Box 6, Grain Dealers Journal, Chicago.

GRAIN, coal and lumber business for sale in western Indiana; will be sold right. Here is a good chance. No competition in either line. If you mean business write at once. Address Ton, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE IN SOUTHERN OHIO—Elevator, coal and feed business. No competition in either line. Handles 150,000 bushels of grain annually. Located on C. H. & D. R. R. Address C. H. L., Box 5, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE in central Minnesota on the Milwaukee road; capacity 20,000 bushels, cribbed; built 4 years, in first-class repair; competition good. Owner going away. Address for particulars Guire, Box 5, Grain Dealers Journal, Chicago, Ill.

TWO ELEVATORS in eastern Indiana for sale; two of the best locations in the state for profit. Large territory; easy competition; first-class lumber yard with one and fine retail business with both. Will sell separately or together. For particulars address H. H. Deam, Bluffton, Ind.

FOR SALE—Elevator located in one of the finest grain belts in southern Ohio; no other elevator within 10 miles; have handled over 100,000 bus. of grain since last July. Good retail trade in grain, seeds, farming implements, etc. Easy terms and cheap. Address C. G. Williamson, Waynesville, Ohio.

UNUSUAL OPPORTUNITY—A well established FEED, GRAIN, HAY, STRAW and POULTRY SUPPLY business for sale. An exceptional chance for an energetic man; location Poughkeepsie. Buildings, private switch and ample facilities for increasing the business. Full particulars on request. Address H, Box 156, Poughkeepsie, N. Y.

ELEVATORS FOR SALE.

FOR SALE—In northwestern Iowa, 20,000 bushel cribbed elevator; 6 h. p. gasoline engine; two stands elevators; doing 150,000 bushel business annually; cribs for 5,000 bushels corn. Best of competition; also 7 room residence, price \$7,500. Address Yards, Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND COAL business in Ohio for sale; new building; well equipped with new and modern machinery; gasoline power; own ground and side track; is a good paying business; good reasons for selling. If you mean business write, as it will be sold. Address John, Box 12, Grain Dealers Journal, Chicago.

FOR SALE OR TRADE for land or western cattle ranch—brick mill and frame elevator; up to date, in good repair; 100-bbl. Plansifter, good corn meal system; located in southeastern Nebraska. Also a grain elevator in southwestern Nebraska for sale; good country, large shipments and only two elevators. Address Box 151, Tecumseh, Nebraska.

FOR SALE—Largest and best established local hay and grain business in the city of Omaha. Elevator capacity 40,000 bushels, commodious office; situated in the heart of the wholesale district. Does local business to the extent of \$80,000 per year. Elegant opening; best reason for selling. Cash preferred or would accept part cash and give favorable terms for balance to right party. Do not fail to write if looking for a good business opening. Address T. F. J., Box 5, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE—Situated in northwest Iowa; in one of the best corn and small grain sections; built five years; have handled 105,000 bu. to the first of March; elevator cribbed, 24' by 24' by 35' high; two annexes, 24' by 24' by 18' high; good belt conveyors, 6 h. p. Fairbanks-Morse gas engine and scales; good office; corn crib for 35,000 bu.; coal house, new; 12' by 36' by 12' high. Good trade competition. The best reasons for selling. Address C. B. L., Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE, up to date elevator in Central Iowa; capacity 25,000 bushels; three stands, cribbed, three dumps, No. 2 Victor corn sheller, Barnard & Leas double screen corn cleaner, small grain cleaner, seed cleaner, scientific mill and 20 h. p. Fairbanks Morse gasoline engine put in last fall. Bins all hopped. Eight lots go with property, and elevator is on owner's ground; also coal sheds, wagon, scales, etc., all in fine condition, and good business; will bear investigation. Owner's reason for selling, other business demands his attention. Might exchange for good Iowa or Minnesota farm worth the money. Look after this if you want a good business. Address C. & N., Box 7, Grain Dealers Journal, Chicago, Ill.

YOU

Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

ELEVATORS WANTED.

WANTED—to buy an elevator handling not less than 200,000 bushels annually. Address Lock Box 15, Wellsburg, Ia.

ELEVATOR WANTED in Minnesota or Northern Iowa in exchange for land in Southern Minnesota. Address Box 145, Mapleton, North Dakota.

EXCHANGE \$3500 residence, Minneapolis, Minn., for elevator in South Dakota. Will pay difference. Address F. C. Metcalf, Madison, South Dakota.

ELEVATOR or mill and elevator wanted for good improved Illinois, Missouri or Iowa farm. Address Inde, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED—Will buy well located central Nebraska elevator which shows good receipts. Address More, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED—in central or western Indiana; must be in good condition with plenty of business. Give full particulars first letter. Address A. B. Cohee & Co., Frankfort, Indiana.

WANT North or South Dakota or Minnesota elevator favorably located; handling 100,000 bushels or more. Give particulars in first letter. Address Dick, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED—One that is handling not less than 200,000 bushels annually; must be in good town, with good territory, and show that they are actually doing the business they claim; give detailed description of everything in connection with the plant in first letter and name lowest cash price. Address Greeley & Co., Sandusky, Mich.

ELEVATOR WANTED—Will trade a good farm of 160 acres in eastern Oklahoma for one or two elevators in Oklahoma or southern Kansas. Farm is located in the best farming country, near good town and prospects of oil and gas on and in the surrounding locality. Only a few miles from proven field. Will pay cash for first class elevators doing good business. Address E. E., Box 6, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

A RARE BUSINESS OPPORTUNITY: The Howersville Roller Mills for sale; a first-class plant and up to date in every particular. Address J. K. Hower, Danielsville, Pa.

FOR SALE—Feed mill and coal business in connection; population 8,000 and has only one flouring mill. Splendid opportunity for young man. I wish to retire from business. Address Chas. N. Scheidt, Van Wert, Ohio.

MILL FOR SALE—A money-maker for right party. Corn meal, graham, buckwheat and feed mill for sale; doing a flour and feed jobbing business; also retail flour, feed and coal. Last year's business amounted to \$50,000, with good margin of profit. Reason for selling, ill-health, must have change of climate. Write at once. Address Central, Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED—By experienced bookkeeper with grain firm. Best references; moderate salary. Address Box 238, Harris, Iowa.

SITUATION WANTED—As manager of grain station with experience and best reference. Address F. H. C., Box 5, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED—by experienced scale man to travel and repair scales for some Co-Operation; can give best of references. Address Scale Expert, Box 1, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED—As manager of country elevator; have been actively engaged in grain business for 18 years; last 10 years for myself. Address Indiana, Box 3, Grain Dealers Journal, Chicago, Ill.

GRAIN, BROKERAGE AND COMMISSION MEN—my specialty, expert telegraph operator; rapid on typewriter; traveled on road ten years; manager and board of trade experience; best references. Give me a trial. Address H. M. Talcott, 71½ Francis St., St. Joseph, Mo.

MAN WITH eight years' experience in grain business wants position with good firm, either office manager, bookkeeper, buyer or salesman. Am a hustler; work no object; good salary expected. Am employed, but have good reasons for change. If interested, drop a line to Bear, Box 7, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS.

GRAIN and FEED yard for rent; space 100 by 170 feet; C. & N. W. Ry. facilities. Location Washington Blvd. and Fall St., Chicago; with covered sheds, office and scales. Address Steven D. Jones, % Western Fuel Co., Chicago.

LOCATION for grain and feed yard in Chicago for lease; size 150 by 125 feet; P. C. & St. L. Ry. facilities; good barn, covered sheds, scales and office. Will lease for 5 or 10 years. Address Steven D. Jones, % Western Fuel Co., Chicago, Ill.

STORE for sale doing a good business; the only store in a small town; good farming country; good creamery and elevator. Best of reasons for selling. Will invoice \$2800 or \$3,000. Address P. A. M., Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—100 barrels black paint, in one barrel lots or carloads, made expressly for painting metal, shingles and iron roofs, iron cars, smoke stacks, structural iron work, ship bottoms, etc. For price, sample, etc., write to The Alcatraz Co., Richmond, Virginia.

IF YOU want to buy an elevator I have sellers; if you want to sell one I have buyers. List with me either way. Elevator property handled in Iowa, South Dakota, North Dakota and Minnesota. Write me your needs at once, with full description. Address W. M. Bemis, Pipestone, Minn.

HELP WANTED.

MAN WANTED to work on stock ranch and farm. Good salary to first-class man. Also man to work in elevator and help on ranch during quiet time. Reference required. Address F. C. Kellogg, Republican City, Neb.

WANTED—An experienced grain and implement man; one familiar with gasoline engine; must be able to do book-keeping; also assist in store and not afraid to work. State age and experience, also if married or single. References required. Address P. A. McGirr, Carlton, Ill.

MAN WANTED—One who is competent and knows how to run a gasoline engine, oat clipper, corn sheller and feed grinder. Must be sober and willing to work; a good salary and permanent position to right party. Address Rolfe, Box 7, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

PARTNER WANTED—in one of the best feed mill propositions in Illinois. A fine town of 6,500 inhabitants; a fine territory. Would consider proposition on the entire property. Write at once for full information. Address John Kull, Pontiac, Ill.

EDWARD GUDEMAN, Ph. D.

CONSULTING CHEMIST

Legal and Technical Expert

Special Attention Given to Food Products

Postal Telegraph Bldg., CHICAGO, ILL.

Correspondence Solicited.

MANUFACTURERS

Contemplating establishing plants
in the West should take advantage
of a location on



Chicago & North-Western Ry.

which reaches the famous

WATER POWERS, COAL FIELDS, IRON ORE RANGES, HARD AND SOFT LUMBER DISTRICTS, MINING DISTRICTS

of the West and Northwest, and
affords the best means of transpor-
tation to the markets of the world.

FOR FURTHER PARTICULARS APPLY TO

MARVIN HUGHITT, Jr., E. D. BRIGHAM,
Freight Traffic Manager, Gen'l Freight Agent,
N.W.S. CHICAGO.

SHIPERS

are continually consulting these pages. If
you want their business, use space in the
Grain Dealers Journal

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

WILL SELL our 8 h. p. gasoline engine at half price. Just put in 10 h. p. Jensen & Zapp, Emerson, Neb.

FOR SALE—36 h. p. gas or gasoline engine; used three months; good as new. Address Hammond, Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Gas or gasoline, 12-h. p. engine; made by W. P. Callahan & Co., Dayton, Ohio. Nearly new. Reed-Bear Grain Co., Hicksville, Ohio.

STEAM ENGINE, 12x24, new, drop cut-off valves. Economical. GAS ENGINE, 15 h. p. Bargain. W. S. McKinney, 204 Dearborn St., Chicago.

FOR SALE—One 50-h. p. Foos special gas engine, in perfect condition, suitable for flour mill or other purposes. Address Brown & Varney, 311 Main St., Cincinnati, Ohio.

FOR SALE—One 35 h. p. Russell engine 300 R. P. M.; one 30 h. p. Russell engine 300 R. P. M., fly wheel 42" x 9", cylinder 8" x 10". Address The Iola Portland Cement Co. of Texas, Dallas, Texas.

IT PAYS to buy a good engine; assume no risks! We can furnish you new improved Witte engines at figures that suit. Write us for catalog. Address Witte Iron Works Company, 526 West 5th Street, Kansas City, Mo.

2ND HAND ENGINES for sale. One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FAIRBANKS GASOLINE ENGINE for sale cheap, 28-h. p., has been run three years, good as new; reason for selling need more power; or will trade it for 40-h. p. steam engine and 50-h. p. boiler. Must be in first-class shape. Address W. H. Current, Indianola, Ill.

GRAIN DEALERS GASOLINE ENGINE is the latest improved gasoline engine on the market, specially designed for the grain trade. Send for circular and prices that defy competition.

DAVIS-JOHNSON CO.
9 S. Canal St. Chicago, Ill.

FOR SALE.
1 6 h. p. Webster in good condition, \$175.

1 10 h. p. Thompson-Lewis, fair condition, \$175.

1 5 h. p. Charter old style, good condition. Will sell very cheap.

Lennox Machine Co.
307 3rd St., South. Minneapolis, Minn.

GASOLINE ENGINES FOR SALE.
1 4½ h. p. Webster engine with electric spark, good condition.

1 6 h. p. Dempster engine with magneto spark, in good condition.

1 7½ h. p. Webster engine, good as new.

1 25 h. p. Olds engine, good condition.

ALLEN P. ELY & CO.
OMAHA, NEB.

ENGINES WANTED.

WANTED—Good, second hand, 30-h. p. tubular boiler and 20 to 25 h. p. steam engine. Address Reed-Bear Grain Co., Hicksville, Ohio.

MISCELLANEOUS FOR SALE.

FAIRBANKS QUART grain tester, used only 30 days, good as new; price, \$10.00. Address No. 1100 State St., Quincy, Ill.

FOR SALE
1—8 in. x 4 ft. Hess Snyder & Co., Friction clutch pulley. Good as new.
M. E. Frazier, Seville, Ohio.

FOR SALE—One No. 7 Monitor elevator separator; one 4-ton wagon scale; also pulleys, shafting and elevator supplies, new and second hand. Address Machinery Exchange Co., Kansas City, Mo.

CARD INDEX CABINETS at a bargain, 6 dwt. Globe \$5.10; 9 dwt. Library Bureau \$9; 12 dwt. Yawman & Erbe, \$10.80. Good condition. Round rods. Address 504 Traders Bldg., Chicago, Ill.

SPECIAL BARGAINS—in brass grain testers; 1-25 h. p. gasoline engine, Lambert make; steam engines and boilers, shellers, cleaners, crushers, feed and attrition mills, dust collectors, separators and oat clippers. Write for circular and what you want. If we have not got it, know where we can get it. Address A. S. Garman & Sons, Akron, Ohio.

FOR SALE.
Attrition mill, Foos No. 12, capacity 50 bushels per hour, new, cost \$248.00 will sell for \$148.00.

2 sifters, Nordyke & Marmon, 30 bushels each, as good as new, will sell at a bargain.

50 h. p. Cooper engine, 60 h. p. boiler, good condition.

Address Chas. C. Hubbell, Mt. Vernon, Ohio.

FOR SALE
6 Odell roller mills double,
100 h. p. B. & W. water tube boiler,
4½ ft. burr mill,
4 No. 2 Smith purifiers,
1 Centrifugal flour dressing machine,
28 elevator boots and heads with legs,
belts and buckets complete,
1 pair Howe 60 bushel hopper scales,
2 flour packers,
126 iron pulleys, various sizes,
110 bevel and spear gears, various sizes.
Lot of shafting, bearings, couplings, etc.
All of above very cheap.

CHAS. F. SHERIFF CO.,
11 Jackson Bldg. Pittsburgh, Pa

MISCELLANEOUS WANTED.

NAMES WANTED of mills or jobbers who deal in COTTON SEED MEAL. Address Eastern, Box 4, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jenning's New England Telegraph cipher. Must be in good condition. Address Code, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—Definite information regarding the efforts of the railroads now being made to buy elevators along their right-of-way. As I understand it, the carriers are permitting a portion of the freight due on each shipment to be applied on the purchase. Any information will be treated confidentially. M. M. & Co., Box 5, Grain Dealers Journal, Chicago, Ill.

MACHINES FOR SALE.

VICTOR CORN SHELLER NO. 0, capacity 200 to 300 bus. per hour; for sale cheap. Address Nat, Box 7, Grain Dealers Journal, Chicago, Ill.

TO REDUCE stock we offer our \$12 foot power hand bean pickers with grading cylinder for only \$7 cash. Miller Bros., Rochester, Michigan.

FOR SALE.
1 No. 1 Wilford 3 roll feed mill.
1 No. 2 Wilford 3 roll feed mill.
Lennox Machine Co.,
307 3rd St., South. Minneapolis, Minn.

FOR SALE—Two 12 inch double needle screen Invincible grain separators 88 No. 4 and 88 No. 5½. Both in first class condition. Need the room for other machinery. Address Young, Box 7, Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

THE STANDARD SCALES, for all purposes. Portable, Wagon, Hopper and Track Scales. Guaranteed durable and accurate; quality higher than the price. NOT IN THE TRUST. The Standard Scale & Supply Co., Station U, Chicago, Ill.

FOR SALE
SCALES
One new 100-ton, 40-ft. Fairbanks Railroad Track Scales. Price low for prompt disposal.

Address
M. R. H., P. O. Box 1356, Pittsburg, - - - - - Pa.

STANDARD SCALES OF RECOGNIZED MERIT.

We meet every requirement of the best of the GRAIN TRADE. We are not controlled by, or in any way connected with, the "MONSTER" SCALE TRUST. Des Moines Scale & Mfg. Co., Des Moines, Iowa.

ENGINES AND BOILERS.

FOR SALE—One 20 h. p. Atlas boiler, nearly new; one 10 h. p. Atlas engine, in A No. 1 condition; also pump and connections. Address Paul A. Moratz, Bloomington, Ill.

FOR SALE—Cheap. One 3 h. p. gasoline engine, new. Two 7 h. p. gasoline engines, new. One 10 h. p. gasoline engine, second-hand. One 20 h. p. locomotive boiler, second-hand. Address The W. W. Sly Mfg. Co., Cor. Junction & Train, Cleveland, O.

SEED POTATOES.

PURE EARLY Ohio potatoes and Siberian Millet for sale, by carload. H. C. Bockoven, Clark, South Dakota.

SEEDS FOR SALE.

FIRE CURED seed corn for sale. Address The McKim Co., Thorntown, Ind.

HUNGARIAN Seed for sale. Write for samples and prices. Address C. E. Nichols & Co., Lowell, Ind.

PURE MACARONI seed, wheat and Odessa flax for sale. Address P. G. Toyer, Fargo, North Dakota.

KAFFIR CORN, MILLET AND CANE a specialty. Write for prices. J. G. Peppard, Kansas City, Mo.

FOR SALE—First-class clover seed and pure bred Leaming seed corn. Address L. F. Stoecker, Peoria, Ill.

REID'S Yellow Dent seed corn, Silver mine oats, choice clover and timothy seed for sale. Fred McCulloch, Hartwick, Ia.

SEEDS FOR SALE—Red, White and Alsike clover seed. Write for bargains. Milwaukee Produce Co., Milwaukee, Wis.

SEED OATS. Write Moberley & Co., of Windsor, Ill., at once for prices on good clean Seed Oats.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

SEED CORN for sale. Guaranteed to grow where any corn will grow. Write for catalog. Address W. W. Van Sant & Sons, Box 36, Farragut, Iowa.

FIRST CLASS JOHNSON GRASS SEED for sale. Samples and prices on request. Address Lamberton Mill & Grain Co., Brownwood, Texas.

GOOD SEED OATS for sale about 1,000 bushels cut before September frost; clean and free from all foul seeds. Address Buffalo Ranch, Regina, Man.

WESTERN HEADQUARTERS for Alfalfa, Clover, Timothy, Millet, Sorghum and Kaffir Corn. Write for prices. Missouri Seed Co., Kansas City, Mo.

FOR SALE—Walker's Golden Dent seed corn; guarantee 95 per cent to grow; \$1.50 per bu. Special price in 10 bushel lots. Lew Huddleston, Winamac, Ind.

PRIME TIMOTHY SEED for sale at \$1.35 per bushel. Flax seed at \$1.35. Sacks, 20 cents. Send your orders to Thor Lumber & Grain Co., Thor, Iowa.

SEEDS BOUGHT AND SOLD. Clover, Timothy, Alfalfa and Millet seed bought and sold in any quantity. Send samples or orders to B. F. Adams, Peoria, Ill.

BLUE STEM WHEAT, macaroni wheat, barley, oats, flax, and yellow dent corn. All Minnesota grown; selected and handled especially for seed. Samples and prices to the trade on application. Address St. John Grain Co., Heron Lake, Minn.

DWARF ESSEX RAPE. Let us know how much you want. We will send you sample and make our best price delivered your station; also Pure Seed Flax, Fancy Timothy and Field Seeds of all kinds. Medium, Alsike, Mammoth Clover, etc. Address N. H. Adams & Son, Decorah, Iowa.

SEEDS FOR SALE.

RED, WHITE ALSIKE and ALFALFA CLOVERS and MEADOW FESCUE for sale in car lots or less. Address S. G. Courteen, Seed Merchant, Milwaukee, Wis.

WE ARE buyers and sellers of Clovers, Timothy, Hungarian, Millet, Blue Grass, Red Top and other Field Seeds. Correspondence solicited. Address THE ILLINOIS SEED CO., Chicago, Ill.

CARLOADS AND LESS: Red Clover, White Clover, Alsike, Kentucky Blue Grass, Red Top and Orchard Grass. Samples and quotations gladly furnished on application. Address W. H. Small & Co., Evansville, Ind.

KANSAS SEED HOUSE, F. Barteldes & Co., Lawrence, Kansas, are headquarters for ALFALFA, BROME GRASS, ENGLISH BLUE GRASS, CANE SEED, KAFFIR CORN, RUSSIAN SPELTZ, MACARONI WHEAT, DWARF ESSEX RAPE, OKLAHOMA DWARF and other BROOM CORNS, KHERSON OATS and all other FIELD, FARM and GARDEN SEEDS. Ask NOW for quotations.

SEEDS WANTED.

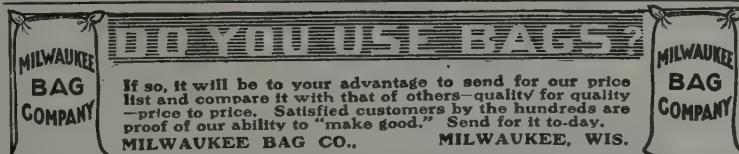
CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

WANTED—Alfalfa, Millet, Cane Seed, Kaffir Corn and Timothy Seed in car lots. W. H. Small & Co., Evansville, Ind.

CLOVER SEED WANTED—Send samples of medium Alsike and Mammoth. Car lots or less. Name price. Address N. H. Adams & Son, Decorah Iowa.

GRAIN FOR SALE.

MIXED CARS a specialty—flour, feed, rye, oats & corn. Send along your orders. Goshen Milling Co., Goshen, Ind.



GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator

bus.....

State.....

The Ohio Corn Sheller

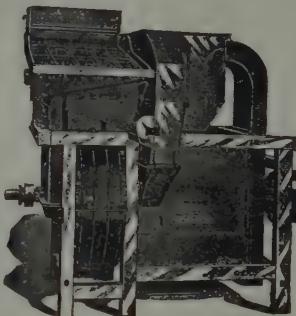
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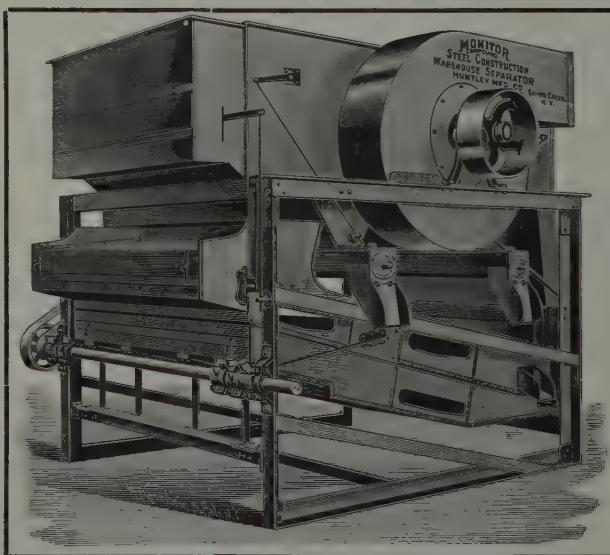
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value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

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CHICAGO, ILL., APRIL 10, 1906.

WHEN suffering from a trade abuse air it before the readers of the Grain Dealers Journal and thus insure the early finding of a remedy. Silently suffering will serve only to help to fix the trouble upon the trade permanently.

IF GRAIN shippers would read what is being done in some sections of the country in the matter of reciprocal demurrage laws and rules they would find ready relief from their trouble by reason of carriers failing to supply cars where needed.

THIRTY-SIX elevators offered for sale in this number. Some shippers who lost heavily on corn seem to be forced to get out of the business regardless of the necessary sacrifice. Dealers who are judges of real value in elevator property will pick up some big bargains.

IN "Letters from Dealers" this number will be found several interesting letters from claim agents of different roads outlining the essential characteristics of the properly prepared claim against carrier. Tho it may be somewhat difficult for shippers always to comply with the requirements outlined it should not be so, and would not be were they to insist persistently on having all the important papers relating to their shipments returned to them. The principal reason so few claims of grain shippers are paid is that their statements are not sufficiently supported by papers bearing on the case.

IF the coal strike continues until cold weather the grain dealers of the corn surplus states will be able to dispose of their cobs at a handsome premium. Reports from some states would seem to indicate that a few dealers are already preparing to take advantage of the opportunity.

GRAIN CAR doors shud be supplied by the railroad company. If it fails to perform its duty shipper shud present bill for labor and material and insist upon its payment. Coopering also shud be done or paid for by the railroad company. In other words its empties shud be delivered ready for immediate loading.

THE good road movement is enlisting new recruits daily, and it now seems certain that a marked improvement will be brought about in many sections of the country. The state boards of agriculture are especially active in this matter. The better the roads the year round, the better will it be for the grain dealer as well as the farmer. More grain will be marketed and at less cost for hauling.

STOCK reports which show the amount of each kind of grain on hand at country stations on a given date are still compiled by the Iowa Ass'n and supplied to members who contribute to the reports. The members of any organization are in a position to keep themselves posted as to the approximate amount of grain stored at country points and this, without much expense to them or their ass'n.

THE agreement of western grain carriers to insist upon docking all shortage claims at least one-half of one per cent of the entire load and to refuse to consider claims for such a shortage or less is not fair or reasonable. This action of the claim agents could not be sustained by facts or argument. A shortage is a shortage. It does not matter as to the amount and if any shortage merits consideration all do. Vigorous protests from the individual shippers and their ass'n's may put an end to this petty steal, but very little will be accomplished unless all work together and earnestly.

COMITES continue to struggle with the national B/L and no doubt all interested are anxious to settle this grievous question by the adoption of a national B/L which shall prove satisfactory to shippers and bankers as well as to the carriers. The matter is being carefully considered by different comites with the expectation that the bill presented to Congress recently by the American Bankers Ass'n and known as H R 15846 will be amended and passed. If it does all railroads will have to comply, and shippers will not be mystified by a variegated lot of bills which are not negotiable and relieve carriers from all their common law liabilities.

CARRIERS in some markets seem determined to shirk their responsibility for resealing cars after the inspectors and samplers have finished their work. It would seem necessary for some ass'n or organization to take prompt steps to have this responsibility fixed. The unsealed car proves an inviting mark to petty thieves and hoboes who lounge about the terminal tracks of every city. If the carrier is able to shirk this responsibility then some means should be provided for insuring the prompt resealing of every grain car that the shipper's property may be protected until it reaches the place of unloading.

EVERY now and then some dealer who incautiously gave an elevator broker the exclusive sale of his property writes us to know if it will be necessary for him to pay a commission to the broker, altho sale was made by himself. Elevator owners who enter into an agreement with brokers like that complained of by a dealer in this number have not much chance to win in a suit at law. It would be found much cheaper and much more satisfactory to sell property yourself thru the medium of the "Elevators for Sale" column of the Grain Dealers Journal. Many excellent properties are offered there and generally find ready buyers.

THE lack of uniformity in grading grain in the same markets serves to emphasize the absolute necessity for adopting a percentage system of grading and then schooling all inspectors weekly, by a comparison and review of their week's work. At present, few inspectors know of the work of others. All they have to guide them is the last guess of the supervising inspector. If every department provided apparatus for determining accurately the grade of a sample of grain then would it be easy for the track and house inspector to review their own work and detect their own weaknesses. In no other way can uniformity ever be attained.

LAST YEAR the railroads of western Canada made a material advance in their charges for rental of elevator sites and the Great Northern Ry., recognizing this new source of profit as a good one, also attempted to raise its rentals. Now the Rock Island is advancing its rentals so that the average in some states is about \$30, the range being from \$10 to \$50, for a site. In view of this growing greediness on the part of the railroad companies and their persistent refusal to grant any lease unless it contains a clause releasing them from their common law liabilities for damages to buildings erected on the ground it would seem time for grain dealers to cease erecting elevators on railroad right of way. Lots in country towns as a rule are not so valuable, but what the elevator man could buy sufficient ground and be master of his

own property. Then he would not be so dependent upon the railroad company for his continuance in business.

SOME elevator builders, who come into competition with barn builders, are making such ridiculously low prices on different contracts that some one must lose heavily. Either the grain man will not get what he thinks the contract specifies or the builder will find it necessary to go down in his own pocket for the extra cost. In either case the grain dealer can depend upon getting a very cheap house and one not suited to his needs or wishes. Word has just reached us of the falling of an elevator which was loaded with 12,000 bushels of grain, as a direct result of one corner of the foundation giving way. The entire building was pulled from its foundation and wrecked so that it will be necessary to rebuild.

KANSAS CITY'S big bucket shop has won the praise of the farmers' co-operative shipping assns. of the West by offering to make returns on grain consigned to it at the actual weight of grain in cars received, and accordingly the co-operative assns. have resolved to favor the bucket shop with their consignments. Hence it is reasonable to suppose that the assn. has held its last annual meeting. The so-called National Board of Trade, not being familiar with grain in any form other than it usually appears on the blackboard, can not be expected to handle the real article to the advantage of the co-operatives or itself. However, with the two discordant elements mixed up in the same caldron, the seething mass is sure to result in a financial stew. The growers who lose their cash will ere long look upon the whole transaction as a burning shame, and be satisfied henceforth to accept the reasonable prices offered by local buyers.

THE COST OF HANDLING GRAIN.

The promoters of co-operative elevator companies have always pointed to the margins of profit taken by the country elevator men as being an exorbitant exaction; yet after several years experience, Manager Englehardt of the Farmers Co-operative Shipping Assn., which operates elevators in Nebraska, Kansas and Oklahoma, presented statistics in a recent meeting of the organization held at Topeka, which showed the cost of marketing a bushel of grain to be 2½ cents. How very well satisfied would the average country grain buyer be were he able to secure such a margin of profit on every bushel of grain handled.

During the nine months ending with February, the members of this organization handled two million bushels of grain, all of which would have been handled by local dealers and at a smaller cost to the grower. It requires years of experience in the business, knowledge of the different markets and men, and careful handling of grain to make a living when the margin is so narrow, but many grain dealers have done so for years and are doing so to-day.

Co-operative companies which serve only to increase the cost of marketing grain to the growers fail of their purpose.

PROVING LOSSES DUE TO LACK OF CARS.

Shippers of Iowa during the last winter suffered heavy losses because carriers took empties even from under their loading spouts and diverted all cars not loaded, to Nebraska, with the result that Iowa shippers could not fill their contracts and in fact were not able to make any shipments until after a higher rate of freight had gone into force. Most of the shippers who suffered loss by reason of this diversion of cars have firmly resolved hereafter to keep a complete record of every car ordered and of every car received.

It might also be well for them when ordering to order by letter and specify, when the grain is sold on track, how much time they have for loading. This will give the carrier some idea of the loss the shipper will suffer in case cars are not furnished promptly, and oftentimes may be the means of bringing the cars needed. It will also serve to give the carrier due warning of the damage it will cause the shipper should he fail to perform his full duty. The shipper would not often be able to collect damages for losses caused by reason of his not obtaining cars unless he could prove that the carrier was using the cars elsewhere, in fact discriminating against him.

In a recent Ohio case a grain shipper who obtained judgment for \$2,000, proved beyond a doubt that the carrier which denied him cars, was supplying all the cars wanted at junction points on either side of him. In other words, he proved rank discrimination and was fully entitled to recover for the damages suffered. The more careful the shipper is in recording his transactions with the carrier, the easier will it be for him to substantiate just claims for damages suffered.

WHAT IS THE RATE?

Shippers from surplus districts have suffered more loss this year by reason of carriers overcharging and overbilling than for many years past. This may be due to the fact that much grain has sought new channels, but be that as it may, grain shippers have had ample evidence of the insolvable intricacies of the average railroad tariff schedule. Some cases have come to light in which different rates were quoted by various officials and even the Interstate Commerce Commission was unable to figure out a rate which would agree with any of those previously quoted by different officials of the interested carriers. In very few cases the agent at initial point has been right, but he has been wrong so very often that shippers have incurred heavy losses where they felt certain of reaping a handsome profit.

During the early stages of the rate regulation agitation much was said regarding the incapacity of the average lawyer or business man to comprehend the principles involved in the science of making freight rates, but nothing was said about the inability of freight traffic officials of all classes to agree on the meaning of their own products in the line of freight schedules. Ample evidence, however, has recently been given the grain shippers of the country that these same officials have yet to reduce the matter of rate making or rate quoting to an exact science. It seems ridiculous that in this day and age and with the statute books laden with

regulations regarding the posting of schedules that schedules should be issued which are so very complicated that even the most capable and experienced traffic officials are unable to agree upon their meaning.

How then can a poor interior shipper ever expect to know when the right rate is being quoted him, and without a correct rate he can never rest assured of doing business at a profit. It adds one more threatening uncertainty to the grain business. The shipper has enuf without this latest addition. The carriers should be made responsible for the acts of their agents and when a rate is quoted they should be required to accept it on shipments made, but if uncertain regarding it give notice that no other would be accepted at the same figure.

DEMURRAGE AND DISCRIMINATION.

It has long been understood that large shippers, as a rule, pay no demurrage charges. In fact they are not expected to pay them. Discriminations of this character have caused much ill-feeling among the smaller shippers who have been required to pay demurrage and the influence of the large shippers, who have been favored, has been used against the enactment of any reciprocal demurrage regulation.

However, a change in the practice of the Car Service Ass'n at Chicago is indicated in its bringing suit against the International Harvester Co. to collect demurrage covering several years. When the carriers collect demurrage from all shippers, reciprocal demurrage will then be assured at an early date, for the shipping interests will not be divided on this issue, and all will work for the establishment of reciprocal demurrage charges.

Carriers require the loading or unloading of their cars within a specified time, regardless of any changes in the weather, condition of the markets or anything having a direct bearing on the action of the shipper or consignee in releasing the rolling stock. The railroads should be subject to similar regulations. Cars should be furnished or demurrage paid by the party causing the delay, regardless of any conditions or circumstances. A law of this character is in force in Europe and has proved satisfactory to both shippers and carriers. Its rigid enforcement here would do away with much present discrimination and prevent grain shippers from frequent heavy losses by reason of the so-called inability of carriers to perform their prescribed duty.

Nearly every one identified with the trade now knows that early in the season the C. M. & St. P. R. R., and several other roads contracted to carry large quantities of corn from Kansas City and, in order to fulfill its contracts, stripped its Iowa and northwestern lines of grain cars, with the result that hundreds of shippers along its lines suffered heavy losses because of their inability to fill their contracts, buy grain offered or dispose of grain which was daily declining in price.

Nearly every car famine in this country has been caused principally by a cut rate on a long haul, which diverted many cars from their regular channels and held them at distant congested terminals months after they should have been returned. If carriers were confronted by a heavy penalty for not furnishing cars they would hesitate before cutting their rates and fewer discriminations would be indulged in.

Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

EVIDENCE NEEDED TO SUPPORT CLAIMS FOR LOSS OR DAMAGE.

Grain Dealers Journal:—If any grain dealer having a claim against this company for loss or damage to grain in transit will present the same to the Station Agent at his home station or direct to me accompanied by

The original bill of lading issued for the property for which claim is presented: The original paid freight bill for the charges on the consignment;

Affidavit showing when, by whom, and how the grain was loaded; its condition and grade, and how and by whom and when weighed;

The account of sales for the grain;

And any information which the consignee furnished the claimant as to the inspection of the grain at destination and the condition of the car,

It will then be an easy matter to investigate and dispose of the claim promptly. Yours truly, R. C. Richards, Gen'l Claim Agt. C. & N.-W. Ry Co., Chicago.

CONSIDERS NON-CHOKABLE BOOTS PREFERABLE TO STEEL LEGS AND HEADS.

Grain Dealers Journal:—We notice in your editorial columns of Oct. 10 and in a previous issue several illustrations of steel elevator legs and heads commenting favorably on their use, as a system for reducing the fire hazard.

This is well enough so far as it goes; but what purposes do steel elevator legs and heads serve, in that regard? I will answer by saying: simply as furnace walls; to confine the fire in the furnace; a little better than wooden legs.

But why should elevator legs be regarded as furnaces for containing fire originating by an "automatic igniter," placed at the bottom. This is an important question well worthy of serious thought and consideration to elevator owners, especially insurance inspectors.

A sufficient research into this subject will convince any one, that, practically speaking, all the fires, with scarcely an exception originating in an elevator leg, or elsewhere as hereafter explained, are caused by the choking of the boot, the stopping of the cup belt while the head pulley continues to revolve, causing friction and fire in the elevator head.

The burning particles may drop and lodge on some of the cups, or fall into the boot and the fire may break out of these "furnace walls" anywhere from top to bottom, but the cause is invariably the choked boot—"The Automatic Igniter."

But unfortunately perhaps it is not always the cup belt that slips when a boot chokes. The choked cup belt may hold the head pulley and shaft fast and still prevent its turning and some other belt does the slipping, and the fire starts out in some other part of the elevator. Then the furnace walls are in the wrong place.

It is better of course that all walls and all parts be made of tile, steel or brick,

because it is hard to tell what the result may be, or where a fire may start, when a boot chokes.

One more thought, however, occurs to me. Why not use a non-chokable boot, and utilize the leg for grain operation and not as a furnace? Would not this seem more sensible; more like a business proposition?

Spark igniters are all right in their place, but it is time that insurance companies decided that at the foot of an elevator is the wrong place to install them. Yours very truly, Wm. Crow.

STRUT BOARDS SHOULD INCLINE TO UP LEG.

Grain Dealers Journal:—I notice in your issue of March 25 communications from two elevator builders giving their views, but offering no reason, why the pitch board (strut board) of an elevator leg should incline to the down leg, one of them says, "So that the grain will go where it belongs."

Most of the drawings of elevator legs show the strut board inclining to the down leg, but I see no reason why.

Whatever is elevated in cups, grain or what not, should be discharged into the distributing spout "where it belongs." If it fails to be discharged there it has missed its destination and must try again. Why send it down the back leg, and drag it around the boot again, perhaps between the belt and boot pulley? For if it be not grain, but some foreign substance, for instance a gunny sack, it will leave the strut board and enter the down leg behind the belt and cannot well escape that position until it has passed around between the belt and boot pulley and is very liable to injure the belt in so doing.

I think it is better to incline the strut board to the upleg, hoping the substance may catch on some of the ascending cups and be discharged into the distributing spout. If it be simply grain, it can do no harm in that leg but will be again elevated, whereas if it went to the back leg it might injure the belt as above described.—K. J. S.

IOWA SHUD ENACT A FAIR DEMURRAGE LAW.

Grain Dealers Journal:—Among the Iowa items in the last issue of the Journal I notice a reference to the Powers reciprocal demurrage bill, informing the shipping public that the bill would do them no good.

This is a deception; and I think any one taking pains to analyze the bill will not find fault with the measure so far as giving the railroad commissioners authority to suspend the rule for fifteen days at intervals, as we all know there are times that it would be unjust, and there is no reason why we should seek to be unfair, and, in fact, there is no call for putting up so radical a measure.

The mere fact that the commission has authority to suspend the rule, is not saying that they will suspend it unless there is a just cause.

We, shippers, should not allow our representatives to have any peace of mind until this bill is resurrected and passed; and the Journal will do the trade a great service to keep us posted on their movements, and give the names of the representatives who voted against this bill, that we may know who is not with the people, as this coming campaign will be fought along this line; and the measure is so just and fair, that if we do not have the men in there to support it, we should have an opportunity to select such men in our next election.—Geo. D. Henry, Fairfield, Ia.

CLAIMS MUST BE SUBSTANTIATED.

Grain Dealers Journal:—In the presentation of claims we invariably require the original bill of lading and paid expense bill and whatever evidence there is to substantiate the claim. If the overcharge is in rate, it is adjusted without difficulty because the tariffs themselves furnish the basis of settlement. Where the overcharge is in weight, or there is a shortage of grain, proof to that effect is certainly necessary, and we assist in every way to obtain this proof because we have no desire to evade payment for any loss for which we are responsible, nor to collect revenue on any greater quantity than we transport, bearing in mind the minimum weight which is required to constitute a carload shipment.

With regard to the character of claims which this company is willing to consider, I have to advise that we will consider, and want to pay every claim that is just, and where claims are just there should be little difficulty in producing the evidence to that effect. Yours truly, J. W. Allen, G. F. A., M. K. & T. Ry. Co., of Tex., Dallas, Tex.

JUSTIFIES CHARGING INTEREST ON ADVANCES.

Grain Dealers Journal:—In your issue of March 25 I read with much interest the plaint of "A Shipper, Triumph, Ill." concerning the Board of Trade rules charging interest on advances on consignments of grain. While Mr. Shipper is undoubtedly sincere in his views on the question he has certainly arrived at a wrong conclusion and should bear in mind the old saying that, "A man behind a fence never sees the other side." He overlooks entirely the vital point of the matter, which I shall endeavor to illustrate:

When Mr. Shipper bills out his car of grain he proceeds to the bank with his B/L and draft for 80 to 100 per cent of value on his commission firm. He gets the money at once. No delay. The first mail takes forward said draft and it is presented to the commission firm next day and paid. His car meanwhile proceeds, with the usual delays, arrives on the market in from three to ten days, according to distance, is sold by the commission man, ordered to the mill or elevator for purchaser, unloaded and weighed in. Weight certificate at hand, purchaser pays the commission man, who at once remits the amount, less draft, commission and charges, to Mr. Shipper. Elapsed time between payment of draft and receipt of payment from purchaser, 10 to 15 days. In other words, the shipper has enjoyed the use of the commission man's money for about two weeks, before the latter could realize one penny on the deal. Think this over, Mr. Shipper, and ask yourself if it is unreasonable that you should be asked to pay for the use of this money during that time. Stop to figure what this comes to when multiplied by the hundreds of similar cases the commission man has to handle, and see how the total looms up.

The figures given above are actual and the elapsed time stated is a conservative estimate which can be verified in any commission office. If our friend, Mr. Shipper, when such questions arise, would take them up with his commission man he could easily satisfy himself on the reasons therefor. Misunderstandings mar many friendships, and we owe it to each to withhold judgment till we hear what the other fellows has to say. Boys, let's get together.—Traveler, Minneapolis, Minn.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

PROPER PLACING OF CUPS: SPEED OF BELT.

Grain Dealers Journal:—I wish to ask elevator builders through the Grain Dealers Journal what is the regulation distance apart for placing cups on belt. Take for instance a 16x7 cup. What speed should the belt travel to receive properly the grain in the boot and discharge it freely in the head without spilling it into the back leg? Thos. J. Hall, Omaha.

HOW TO OBTAIN RELIEF FROM OVERCHARGING AND OVER- BILLING.

Grain Dealers Journal:—I will be pleased to learn thru your columns how I can obtain relief from overcharging and overbilling by the railroad company. As shown by the enclosed B/L I shipped one car of snapped corn, loaded to full capacity, from a Missouri point to Columbia, Tenn., where the railroad company collected 16 cts. per cwt., to Memphis instead of 14½ cts., the rate which the railroad agent at Higginsville, Mo., quoted and entered on the B/L. The railroad company also charged freight on 58,500 lbs. and shippers only loaded in and paid for 45,500 lbs. The consignees were able to find only 44,400 lbs. in the car at destination, it having been transferred in transit.

I would be pleased to know whether or not the railroad company can quote one rate and collect a higher rate and also charges for more freight than is carried. If grain shippers cannot depend on the freight rates quoted them, we will soon be forced to confine our shipments to one or two nearby points. Hoping to read the views and learn of the experiences of different shippers in the next number of the Journal, I am, E. W. K.

PREMATURE EXPLOSIONS IN GAS ENGINES.

Grain Dealers Journal:—Replying to C. W. Morgan & Sons' questions in the Journal of Mar. 25 regarding premature explosions in gas engines we would say such explosions may be divided into two classes: first, in engines using gas as fuel, where the charge is fired at the time it is being drawn into the cylinder; second, in engines using gasoline where the charge is fired on the compression stroke.

In the first case the noise of the explosion comes from the intake air pipe, and is caused by a previous charge being too rich and hanging fire so that when the intake valve is opened and the charge begins to enter the cylinder it is immediately set fire to and thus spoils the explosion that should take place in the cylinder. The remedy is to increase the amount of gas in the mixture either by opening the dial valve more, or if this is full open the quantity may be increased by raising the valve in the engine higher. In some cases the gas pipe should be enlarged and if necessary bore out the hole where the gas pipe enters the mixer to receive the larger pipe.

In the second case when the charge is

first fired during the compression stroke it is more properly called "pre-ignition," and is caused generally by the heat of the compression setting fire to the charge before the piston reaches the point where the regular igniter should act. The remedy is to increase the compression space in the engine and thus decrease the compression. This may be done by getting a new piston or in emergency cases may be done by inserting a piece of 2-inch or 3-inch pipe in the cap of the exhaust chamber, or any other appropriate place on the engine.

Pre-ignition may also occur by "fins" or rough places in the interior of the cylinder becoming highly heated and thus acting the same as an incandescent igniter. As a rule "pre-ignition" is confined to engines using gasoline, but some of the artificial gases will cause it.

Pre-ignition may be detected by the heavy thumping sound heard inside the cylinder, although when the compression is extremely high the sound will be sharp and metallic. The hotter the water in the jacket of the engine the more liable is the engine to pre-ignition.—New Era Gas Engine Co., Dayton, O.

PROPER CONSTRUCTION OF ELE- VATOR LEG.

Grain Dealers Journal: In reply to Mr. Jones' question regarding the best construction of an elevator leg, in the Journal Mar. 10, I would say I consider the proper construction of the elevator legs and head one of the most important items in elevator or mill building. One of the most common faults in the elevator is backlegging, for which there are two common causes—improper construction of the elevator head and too much belt speed. I have often found elevator belts speeded so high that not more than one-half of the grain would discharge, the rest being carried by before having time to leave the buckets. I have also found the head pulley too small to give good results. The entire head pulley should be from 2 to 6 inches above the level of the receiving hopper.

A very satisfactory method of building an elevator leg is to secure a good heavy cast iron boot with adjustable bearings, and I recommend that they be housed to keep out dust and trash, and also be provided with oil cups on tubes, with caps to prevent filling with grain and dust which stop the flow of oil. The face of the boot and head pulleys should be at least 1 inch wider than the belt. Place the boot on a solid foundation to prevent settling.

For material to build elevator I use, for frame or filler, 2 inch plank, and frame the ends of these planks to lap 8 inches, putting them together with screws. Each open side is then covered with common matched flooring, cut proper length and nailed on securely, making a very strong job and dust proof.

The up leg should stand perfectly plumb, while the back leg should be built to suit sag of the belt, and should ordinarily be crooked or sagged about a fourth of the distance from boot to head. It is difficult to keep the elevator belt tight enough to prevent sag or play and when boot pulley is so much smaller than head pulley it is quite natural that the buckets should scrape and rub when passing down the back leg, if it is built on a direct line from boot to head, thus injuring both buckets and belt and causing a disagreeable noise.

I usually allow screenings, and what falls from buckets when passing over head pulley, to fall into either leg; almost all of the grain that falls down the back

leg will clear the belt before it reaches the boot, therefore but a small percentage of the grain and chaff passes between the belt and boot pulley. I usually hopper under my head pulley, as shown in the engraving herewith.

The elevator head and legs should be built entirely independent of the building. In almost every case the building will settle more than the elevator, owing to the immense weight of the grain, therefore if the head shaft is supported by the building it is sure to bind and is liable to cause fire from hot box. It is a well known fact that a shaft should be level, in perfect line and free to run easy. In my opinion a large percentage of fires are caused in elevators and mills by hot boxes



in machinery and belts that are not true, in some out of the way place that is hard to oil and look after. I never place a shaft where it is dark or hard to get at, if it can be avoided. The majority of men hired to operate an elevator will not climb a ladder and hang on with one hand, to feel for oil holes and use oil can with the other any more than he has to. He does not care if that shaft is a little out of line, so long as she goes and those boxes do not get to smoking so the boss can smell them. "As soon as we get this corn off our hands we will have more time to look after that shaft."

Always place shafting where it is light and easy to get at and where it can be oiled from the floor, if possible; keep the grease and dirt off the outside of the bearings and shaft; provide all bearings with keys or adjustment to keep your shaft level and in line.

If the elevator legs are built as here described and a 4x6 post bolted on each side of each leg, they will furnish a good support for bridge tree. A wood key should be fitted on top of each post, or between bridge tree post, as shown in the drawing. These keys can be driven either way, making it very easy to keep shaft level. When elevator head is built as described it is self contained and needs

no support from the building other than a brace to take off the shake while machinery is running. Yours truly, R. M. Van Ness, Fairbury, Neb.

CEMENT FOR BOOTS.

Grain Dealers Journal:—Cement is a first rate material to keep water out of the pits containing the elevator boots. Care must be taken to have the cement concrete well mixed so the water can find no channel to percolate thru. The cement itself is impervious to water, but when large stones and brick are laid in it the water will find its way along the surfaces of the stone or brick thru the wall. Cement, sand, broken stone and not too much water in mixing shud be used.—X. X.

MUST PAY COMMISSION ON SALE.

Grain Dealers Journal:—After having my elevator property listed with a real estate firm for several months I grew tired of waiting and sold it myself thru an ad in the For Sale column of your journal. I did not take the trouble to write them about having sold the elevator and now they come along with a prospective buyer and insist on my paying them full commission. I do not see how they have any claim against me and am averse to paying anything.—K. R. O.

Ans.—Your liability in the case depends very much on the wording of the contract you entered into when you listed your eltr. with them for sale.—Ed.

LATER.—Upon investigation we learn that the eltr. owner signed an agreement in which appeared the following paragraph:

"In consideration of & Co., listing for sale the property described on the other side of this card, I hereby authorize them to sell or contract it upon terms specified, and agree to execute due and sufficient warranty deed of said real estate, to such person as said & Co. shall sell or agree to sell the same, and for said consideration I further agree to pay said & Co. 5 per cent whether said sale be made by said & Co., or myself, either upon said terms or upon any other terms accepted by me."

Any eltr. owner who signs such an agreement as that must expect to pay full commission unless he goes to the trouble of annulling the agreement before he makes the sale himself.

PREMATURE EXPLOSIONS.

Grain Dealers Journal:—With regard to the premature explosions in the gas engine experienced by C. W. Morgan & Sons we would say that premature explosions may come about through several sources; premature of course, applying to its correct meaning signifies in connection with gas engines "early ignition," i. e., the charge is fired so early in the compression stroke that the maximum pressure of the explosion is obtained before the crank reaches the inner dead center which produces a force acting contrary to that of the stored up energy in the flywheels, which has a tendency to apply a break to the engine to such an extent that it tends to retard the motion of the engine thereby producing a loss of power as well as being a very severe strain on the engine. Objections of this nature should always be overcome as soon as possible for a continuation will tend to wreck the engine and in the end produce serious results.

Premature explosions are brought about through the igniters not being of the proper design, which wear rapidly in parts leaving considerable lost motion through which at times the inertia of the moving

parts will produce early contact. It might also be brought about from too high compression, i. e., if the engine was designed for a compression pressure of from 80 to 100 pounds per square inch and if this engine was of such a design that the valves would permit of either the use of gas or gasoline and the parties purchasing same was to connect to the engine gasoline instead of gas the gasoline would fire itself from its high compression which would as previously stated produce premature explosions. Troubles coming about from this source would begin immediately upon the installation of the engine. Premature explosions may also be caused by some projection within the cylinder becoming heated to incandescence which would act the same as a hot tube. The only remedy for this would be to remove the boxes, cylinder head, etc., from the engine and with a chisel or file remove these sharp points. They may also be caused by leaky valves which at the time of firing the charge within the cylinder the hot gases rush through this opening and heat up these parts to such an extent that the charge is readily fired.

It is plain to be seen that premature explosions are brought about through heat in more cases than from direct mechanical action of the engine such as was described by the condition of the igniters.—The Foos Gas Engine Co., Springfield, O.

PREMATURE EXPLOSIONS IN GAS ENGINE.

Grain Dealers Journal:—In reply to C. W. Morgan & Sons of Osceola, Pa., who inquire in Asked and Answered column for an explanation of the cause of their gas engine not starting right and not running with an even motion, I would say this is evidently what is known as back-firing.

Back-firing in most cases is due to the delayed combustion of a weak mixture. An insufficient amount of fuel in the mixture makes a weak explosion and slow burning, so that during the entire exhaust stroke and even the beginning of the suction stroke there is a flame in the combustion chamber. The fresh charge will therefore be ignited by the flame of the delayed combustion of the previous charge, and as the inlet valve is open at that time towards the air supply pipe or passage, a loud report will be heard in the air vessel or in the space under the engine bed whence the air is taken. The remedy for this condition is to increase the fuel supply until the explosions become of normal strength and the back-firing ceases.

Another cause for back-firing may be the presence of an incandescent body in the combustion chamber, such as a sharp point or edge of metal, a projecting piece of asbestos packing, or soot, carbonized oil and similar impurities accumulating in the cylinder. To stop back-firing from these causes, remove any projections of metal or other material with a suitable tool, making the walls of the combustion chamber as smooth as possible, or clear the cylinder of any deposit of soot or carbonized oil which may have gathered there.

While back-firing is mostly a premature combustion of the entering charge during the suction stroke, the irregularity generally termed "premature ignition," or "pre-ignition," while similar in its nature and origin, manifests itself in a different way and has a different effect upon the action of the engine. Premature ignition as usually understood is the firing of the partly compressed mixture before the time fixed by the igniting mechanism. Its

causes are similar to those which result in back-firing, the effect being different in that the charge is ignited later than when back-firing takes place, but before the end of the compression stroke. It will cause the engine to lose power on account of the maximum pressure being exerted upon the crank before it reaches the inner dead center and having a tendency to turn it in the wrong direction, against the momentum of the flywheels.

Outside of the causes cited in connection with back-firing, pre-ignition may be due to any one of the following defects: Insufficient cooling of the cylinder, either by shortage of cooling water or the fact that portions of the water jacket become filled with lime deposits or impurities contained in the water, interfering with proper circulation. Compression being too high for the grade of fuel used. Imperfections in the surfaces of the piston end or valve heads exposed to the combustion such as sand holes or similar cavities in which a small portion of the burning charge may be confined. Electrodes or other parts of the engine exposed to the burning charge being made too light, or the piston head or exhaust valve poppet being insufficiently cooled and becoming red hot while the engine is running under a fairly heavy load.

Premature ignition manifests itself by a pounding in the cylinder, and if permitted to continue, a drop in speed and finally the stopping of the engine. It will also put an excessive amount of pressure on the bearings, especially the connecting rod brasses, and cause them to run hot even when properly lubricated. After a shutdown due to premature ignition and a short period during which the engine is idle, allowing the overheated parts to cool off, it is possible to start again without difficulty and run smoothly until the conditions of load will cause a repetition of the trouble.

The remedies to be supplied, according to the source of the difficulty, are as follows: Increase the water supply until the cooling water leaves the cylinder at a reasonable temperature, which may vary with the fuel used, but which should never be over 180 degrees F. Clean the water space and ports of any dirt or lime deposits so as to insure free circulation of the cooling water. Reduce the compression to its proper degree, and as it may not be possible or convenient to shorten the connecting rod, the same object can be accomplished by partly throttling the air and fuel supply. Plug any sand or blow holes in the piston or valve heads, and make these surfaces perfectly smooth. Replace electrodes or other light parts with more substantial ones, capable of absorbing and carrying off the heat without becoming red hot. If necessary, arrange for cooling the piston by blowing air into the open end of the cylinder. If the head of the exhaust poppet becomes too hot, it is a sign that it is not heavy enough and it should be replaced by a poppet with a head of sufficient thickness to carry off the heat imparted to it by the combustion, through the poppet stem. If a small particle of dirt lodges in a remote portion of the combustion chamber, the richer part of the charge may not reach it until the piston has traveled over a considerable portion of the compression stroke, and the resulting "self-ignition" may properly be called "pre-ignition." It is advisable therefore to thoroughly examine every part of the combustion chamber and remove any traces of dirt which may have lodged there. Yours truly, L. V. Goebels, with Otto Gas Engine Works, Philadelphia, Pa.

The GRAIN DEALERS JOURNAL.

Annual Meeting Grain Dealers Union.

The annual meeting of the Grain Dealers Union of S.-W. Iowa and N.-W. Missouri was called to order by Pres. D. Hunter, who expressed regret at the small attendance. After appointing Ira W. Shambaugh to complete an Arbitration Comitee to consider a difference between A. O. Talbott and Picker & Beardsley, the Pres. called for the report of the secy.

Secy. G. A. Stibbens read the following report:

SECRETARY'S REPORT.

We have convened for the purpose of participating in our tenth annual convention; and if for any reason some of you are dissatisfied with present conditions would it not be well for each one to ask himself the question, have I done my duty as a member? It should take no persuasion on the part of the officers of this organization to bring about harmony and fair dealing, for a large majority of you have been identified with this association for years and should realize what your duties are without being reminded of the fact that your methods are not always for the betterment of the trade.

This is the oldest grain organization west of the Mississippi River, and has played a very prominent part in the organization of other Western associations; and I am firmly of the opinion, that had it not been for the great struggle we made for existence we would have to-day an unbroken grain trade in the west.

ARBITRATION:—The grain trade is becoming educated to arbitrate differences; because it has been demonstrated, that it is very much less expensive than resorting to the courts. Besides, men who are familiar with the customs of the trade are more competent to adjust differences than a judge or jury. Our committee has had but one case during the past year. It is now under consideration and a decision will soon be rendered.

TERMINAL WEIGHTS:—Weights in some of the terminal markets continue to be unsatisfactory, and will be until sufficient pressure is brought to bear upon them to make the needed reforms. The customs of docking in some markets has prevailed for many years, because rail-

roads and warehouse commissions in certain states have ruled it was permissible for elevators to take 100 pounds from each and every car, although there is no law to be found among the statutes of these different states conveying legal authority to the railroad and warehouse commissions for such ruling.

The governor of a state, who has the authority to appoint a railroad commission, should have a conception of the law so just and broad that he would not allow his appointees to take absolutely and give away annually thousands of bushels of grain belonging to country shippers. In states where these commissioners are elected by the people, a public sentiment should be created so strong that it would make it very uncomfortable for public officials to violate the obligations resting upon them.

I believe I am safe in making the assertion that any dealer can bring suit against an elevator operator and collect for all docking taken by him. The principle is wrong and unfair, and should not be tolerated by the grain trade; but as long as our silence permits it will continue.

WEIGHT CERTIFICATES:—Shippers should demand weight certificates with every account of sales; then they will know exactly who supervised their weights. There are instances where receivers advertise that they have certain supervision of weights, but send out their own private certificates, which should be refused by all of you. It is quite important for you to have your weight certificates, noting condition of car on arrival, as this is the only evidence you can secure for the purpose of making claims for shortage.

It is impossible for you to get a seal record of any car after it has arrived at a terminal market, and it is also impossible for you to procure evidence that your car has met with a mishap in transit, although it may have been placed on a repair track for repairs, before it was delivered to the elevator or connecting line, for the purpose of obliterating the defects of the car. Therefore, if you do not insist on your rights at the other end, you will never get them.

UNIFORM BILL OF LADING:—There is still an effort on the part of the railroads east of the Mississippi River to enforce the uniform bill of lading; and if it is adopted, it will not be negotiable; and if the shipper decides to use the prevailing tariff rate, it relieves the rail-

roads of their common law liability; but if the shipper elects that he desires the railroad to assume the common law liability, he then must pay an additional freight charge of twenty per cent. In addition to this the shippers must sign the bill of lading; then it becomes a special contract, and the U. S. Supreme Court has decided that the railroads can eliminate their common law liability by special contract.

I call your attention to this so-called uniform bill of lading, because if it is adopted in Eastern territory, it will only be a short time until it will come into use in this section.

I believe in a uniform bill of lading, but only one that would be equally just to the shippers as well as the railroads. The serious objections to this bill of lading is, first, it is not negotiable, second, if the shippers uses the published tariff rate, he must assume his own risk, or pay a twenty per cent increase if the railroad assumes the risk; and it has been shown by evidence and reliable data, that in no instance has the amount of claims paid by the railroads amounted to one per cent of the freight charges.

MEMBERSHIP:—During the year we have taken in eight new members and have this time ninety-six in good standing; which shows a loss of nineteen according to our last report, but these have been mostly in the state of Missouri.

In conclusion, I desire to thank the members of the Union for their support in the past ten years, and trust that each and every one of you will use your influence to bring about harmonious conditions.

Treas. Stibbens read the following financial statement:

TREASURER'S REPORT.

RECEIPTS.

Cash on hand April 11, 1905, '05 to Mch.	\$ 130.30
15, '06	1,122.00
Membership fees	24.00
Arbitration fees	10.00

Total \$1,286.30

DISBURSEMENTS.

Legal opinion & advice	\$ 12.00
Telegraph & telephone bill	8.75
Postage	96.91
Secretary's traveling & hotel expenses	47.29
Printed matter & office supplies	47.25
National Association dues	107.50
D. Hunter time & expenses	209.00



Some of the Dealers at Red Oak Meeting of Grain Dealers Union, March 28, 1906.

M. F. Dunlap, delegate to Nat. Conv't.	45.00
J. H. Wayland, work in Missouri.	7.45
Secretary's salary 11 months.....	641.66

Total	\$1,222.81
Balance on hand	\$ 63.49

Both reports were accepted.

Pres. Hunter: Did any shipper present keep record of cars ordered and received during December? Let us hear from you.

J. Gault: We were short three cars early in January. We were unable to get cars until the higher freight rate went into force so all we lost was the extra freight.

W. F. Johnson: I think every dealer in the territory suffered losses. We were confronted by such losses that we ceased selling. We had the grain in our elevators and wished to sell, but dared not do so.

Pres. Hunter: We know that cars were diverted from our territory to Nebraska. In fact they were taken out of our yards when we were ready to load and taken to Nebraska. If we had kept a record of every car ordered, for what and where and copy of our written order for each and also a record of the cars received, we could substantiate our claim for damages. We propose to keep a record of such orders henceforth.

R. J. Edmonds: It was fortunate we did not have much grain to ship, as it was almost impossible to ship the little we had. We found it very difficult to get cars and when we did it took 10 to 20 days to move the grain to Burlington. Some cars I loaded Dec. 20 did not arrive there until Jan. 2.

Secy. Stibbens read a letter from St. Louis telling of the abolition of the reconsignment charges in that city Apr. 1.

C. F. Davis: I had several dealers complain of cars being taken from their tracks and diverted to Nebraska. Railroad men on the ground said they were acting under orders. The Chicago office of the C. B. & Q. denied the existence of such an order.

D. Gault: We suffered more loss by reason of our elevator being full and grain being hauled to other stations than we did thru the advance in freight. We experienced great difficulty in obtaining cars to load with grain for Memphis, Nashville and other points off the C. B. & Q. They refuse to let any of their cars go off their own lines, so must wait until they get foreign cars. It is not right.

T. C. Scroggs, T. F. Agt. C. B. & Q.: If the shippers will place their complaint formerly before the railroad officials they will help to bring about relief. New cars are being provided continually and efforts being made to supply all the rolling stock needed.

Secy. Stibbens read a letter from the new Chief Grain Inspector at East St. Louis urging shippers to co-operate with him in securing correct grades.

R. J. Edmonds: Why is it we cannot get returns from our shipments to St. Louis for 3 or 4 weeks after it is weighed?

E. Picker: You shud have your returns the next morning. No excuse for such delays. We have watchmen in the yards and at the elevator where the grain is unloaded. I was in the yards one morning when I came across a section crew shoveling grain back into a car and they did a pretty good job of coopering. The original grain door was of such poor material that it burst and let out the grain. I looked up the shipper and gave him the facts.

If you permit the sale of your grain to feed dealers who have private tracks, the unloading will not be supervised by

the Merchants Exchange or guarded by its watchmen. You cannot afford this even tho you get $\frac{1}{2}$ or $\frac{3}{4}$ c extra for your grain.

R. J. Edmonds reported sale of grain to a St. Louis firm St. Louis terms and received Cairo weights showing a shortage. I think I was entitled to St. Louis weights.

G. W. Gwynn: I sold Connor Bros. Co., St. Louis terms but I am not getting St. Louis weights.

Pres. Hunter interrupted the proceedings to tell of a profligate purchase of French insertion. (Jos. Norton is still blushing.)

[Three hour intermission for arbitration comites to complete work.]

W. F. Johnson of the Arbitration Comite reported on the case of O. A. Talbott & Co. vs. Picker & Beardsley in which a car of timothy seed was sold to P. & B. by sample, but failed to deliver seed that in the judgment of the official seed inspector, was up to the sample. The comite decided that the decision of the inspector should be sustained.

D. Hunter, of Hamburg, was elected President, W. F. Johnson of Fontanelle was elected Vice-President, G. A. Stibbens was elected Secy.-Treas.

The following were elected to constitute the Governing Comite: D. N. Dunlap, Fontanelle; J. Gault, Creston; A. Humeston, Humeston; I. W. Shambaugh, Clarinda, Ia.; H. F. Leet, Maryville; W. W. Pollock, Mexico, and J. H. Wayland, Salisbury, Mo.

R. J. Edmonds told of having bot 1,000 bus. of corn of a tenant, who moved to Nebraska soon as he got his money. The landlord, who lived in Illinois, wanted her money and called upon Mr. Edmonds for \$175.00. The tenant was arrested but was set free by a pick-up jury. We tried to send him to the penitentiary in hope of discouraging others from preying upon the grain dealers, but failed. If the dealers wish to share in the expense of the special attorney for which I paid \$25. I am agreeable.

Most of the dealers leaving to take the last train no action was taken.

CONVENTION NOTES.

No Missouri shippers in attendance. The lightest attendance for an annual meeting in many years.

The Chicago firms represented were Harris, Scotten Co., by C. F. Davis, and J. C. Shaffer & Co. by Geo. H. Lyons.

St. Louis was represented by J. L. Wright, H. F. Ketcham, Jos. Norton and E. Picker.

Among the Iowa dealers in attendance were W. B. Allen, Conway; H. G. Abraham, Prescott; R. J. Edmonds, McPherson; W. H. Eaton, Emerson; D. Gault, Cromwell; J. Gault, Creston; H. E. Gray, Kent; G. M. Gwynn, Essex; M. Hennessy, Orient; D. Hunter, Hamburg; T. W. Hutchinson, Anderson; W. F. Johnson, Fontanelle; A. B. Judson, Balfour; P. Kilmartin, Malvern; C. A. McCarty, Prescott; Wm. McMahill, Shenandoah; I. W. Shambaugh, Clarinda; G. A. and Walter Stibbens, Red Oak; S. White, Orient; T. J. Young, Macedonia.

Association Meetings.

The annual meeting of the Iowa Grain Dealers Ass'n will be held in Des Moines May 15-16. A rate of one fare plus \$2 for the round trip from any point in the country has been made over all railroads.

The Grain Dealers National Ass'n will hold its tenth annual meeting in the Auditorium Hotel, Chicago, June 4-5.

The Illinois Grain Dealers Ass'n will hold its annual meeting in Peoria June 12-13.

The Indiana Grain Dealers Ass'n will hold its mid-summer meeting at Indianapolis June 27.

The Ohio Grain Dealers Ass'n will hold its annual meeting at Put-in-Bay July 6-7.

Does the Northwestern Miller hope that the "foreign demand for durum wheat will collapse next year?"

Cause of Latest Rise in the Price of Gasoline.



The Nurse—Your Grandson Needs a Baby Carriage.
John D.—To be Sure—I'll Just Pull the Other Leg a Bit.—Minneapolis Journal.

New Santa Fe Elevator at Chicago.

The artist has well pictured in the engraving herewith the new elevator of the Atchison, Topeka & Santa Fe Railroad at Chicago, Ill., as it will appear when completed.

The old plant that was burned last year was one of a type too common along the Chicago River, and the company gladly embraced the opportunity afforded by the fire to replace the burned structure with a fireproof storage plant. Early prospect of action by the federal government toward forcing the removal of tunnel obstructions from the river bed warranted the investment of large capital in facilities the utilization of which require access by deep draft steamers.

By direction of Vice-Pres. Jansen, Chief Engineer Storey had plans drawn by the John S. Metcalf Co. The railroad com-

pany is doing some of the construction, the greater part being let under contract to the Macdonald Engineering Co., with an understanding that the house is to be completed this summer.

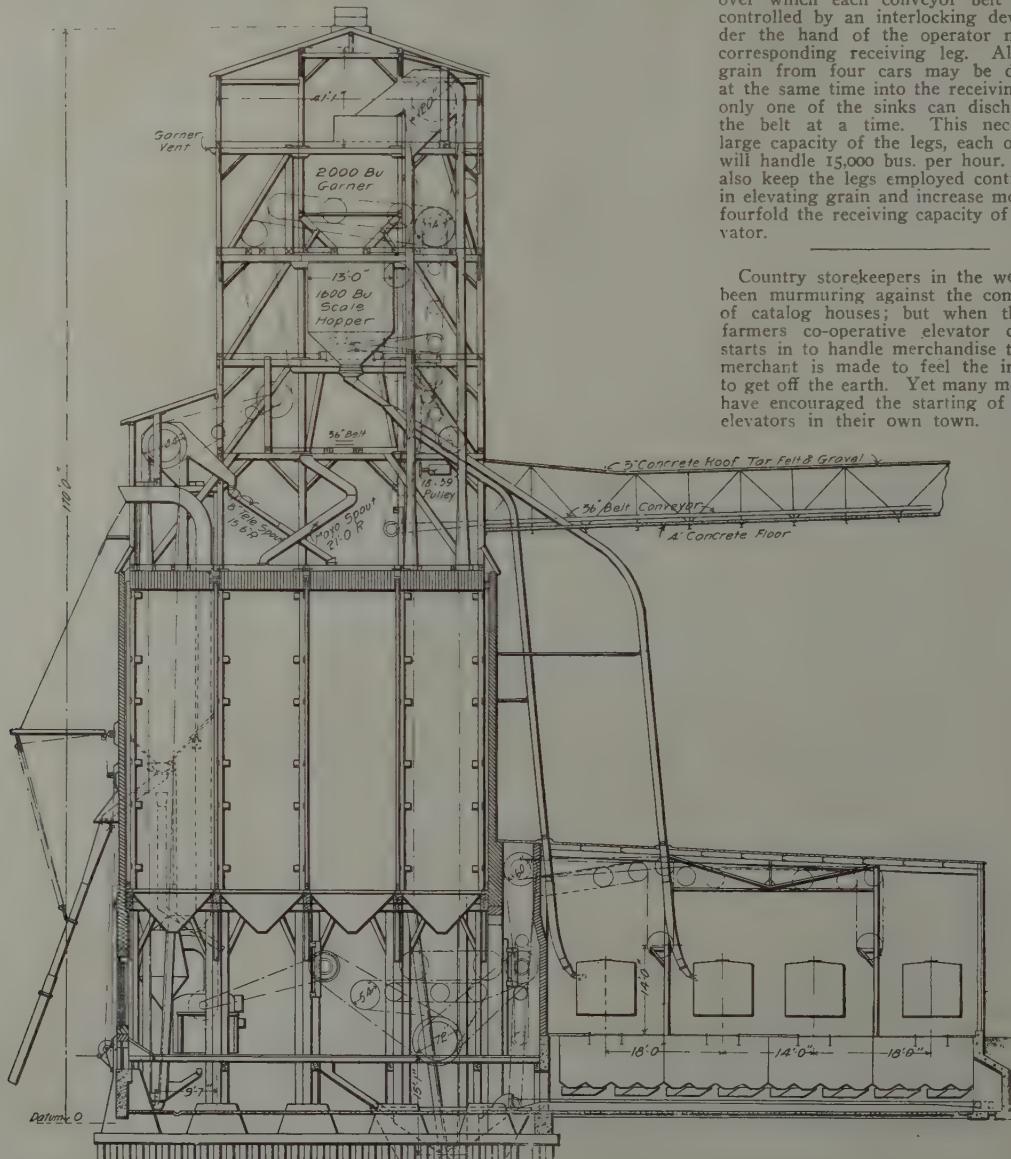
Steel will be made use of to a great extent, not only in reinforcing the concrete forming the tanks, but in the framework of the wooden working house. The bin bottoms of the working house will be of steel plates; elevator legs and heads thruout will be of steel; also the spouts.

As shown in the ground plan in the engraving herewith, the plant will consist of 35 concrete tanks of 1,000,000 bus. capacity, working house of 400,000 bus. capacity, power house, car shed and drier. The working house will be 225x56 ft., have a marine leg for canal boats and barges, and be brick veneered to the height of the bins, while the cupola will be covered with corrugated steel.

A novelty in the design of a plant of this size is the placing of the tracks outside of the working house. As shown in the cross section herewith, the tracks will be raised to give room below for receiving pits and for conveyor belts to the elevator boots, and be carried on an embankment 600 ft. past the elevator, making room for 80 cars on the four tracks. The cars will be switched to the stub end tracks by a locomotive engine and drawn back to position over the receiving sinks by the car puller in lots of 20 at each pull. Empty cars will be pulled out and then switched by a gravity track. Ten car loading spouts will be provided.

Danger of getting the grain from different cars mixed while unloading, the grain discharging from the four cars on the same belt, will be avoided by having the receiving sinks large enuf to hold an entire car. The four receiving sinks over which each conveyor belt will be controlled by an interlocking device under the hand of the operator near the corresponding receiving leg. Altho the grain from four cars may be dropping at the same time into the receiving sinks, only one of the sinks can discharge on the belt at a time. This necessitates large capacity of the legs, each of which will handle 15,000 bus. per hour. It will also keep the legs employed continuously in elevating grain and increase more than fourfold the receiving capacity of the elevator.

Country storekeepers in the west have been murmuring against the competition of catalog houses; but when the local farmers co-operative elevator company starts in to handle merchandise the local merchant is made to feel the invitation to get off the earth. Yet many merchants have encouraged the starting of farmers elevators in their own town.



Cross Section thru Working House and Car Shed of Elevator Being Built at Chicago for Atchison, Topeka & Santa Fe R. R.

Carrier Can Not Confiscate Car.

One of the most unjust decisions given by the lower courts has recently been partly rectified by the Court of Civil Appeals of Texas in the suit of W. M. Spurlock of Forreston, Tex., against the K. & T. R. R. Co., to recover for the conversion of a car of corn shipped from Vinita, I. T., to Forreston.

When the car arrived at Forrester Mr. Spurlock found the car unsealed, with evidences that at least 100 bushels had been taken out. He told the agent that the car was short and stated that he would not pay the freight unless the railroad company would agree to allow him damages for the shortage, and that he would pay the freight if the agent would agree to

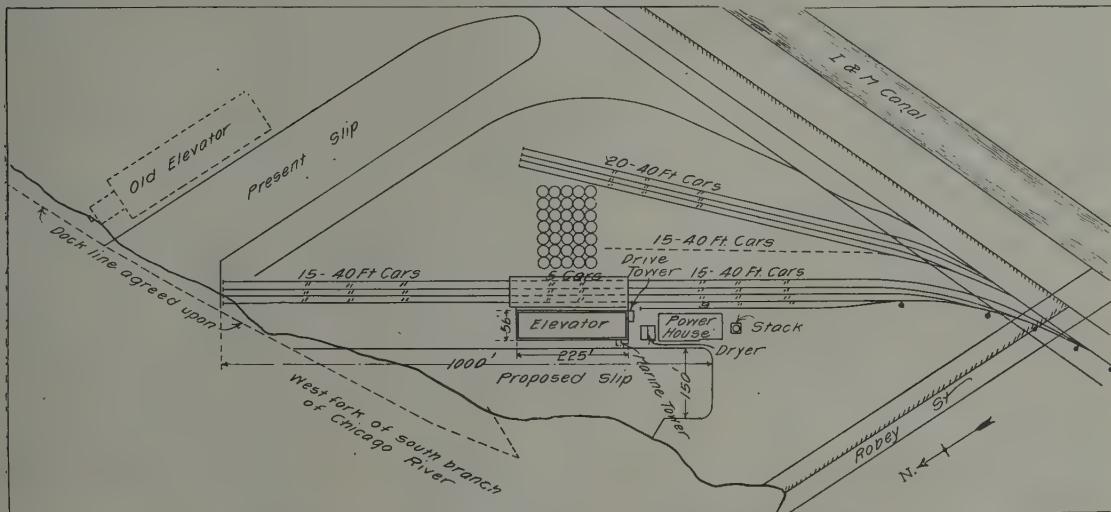
have the car weighed and the shortage estimated.

The agent stated that he would take the matter up with the railroad officials at Dallas. The car arrived Feb. 25, and after negotiating with his officials until Mar. 24 the agent agreed to pay for the shortage, but insisted on collecting demurrage at \$1 per day for the time the car had remained on the track, amounting to \$21. Mr. Spurlock offered to pay the freight, but not the demurrage. As no one would bid on the car at Forrester the railroad sent it to Dallas to be sold for charges.

When shipped from Vinita the car contained 39,960 pounds, and as weighed at Dallas it contained 37,770 pounds, and was sold at 53 1-16c per bu. After deducting all charges there remained \$123.25.

Mr. Spurlock brot suit in the Ellis County Court to recover the value of the corn. The jury, unmindful of the fact that the delay in disposing of the car was purely the consequence of the railroad company's failure to act promptly, gave a verdict that the road was entitled to the demurrage charge. The judge added to the injustice by refusing to entertain Spurlock's motion that he be given the \$120.25, and he got nothing.

Mr. Spurlock took an appeal from this travesty on justice to the Court of Civil Appeals, which rectified the error of the lower judge, giving Spurlock \$120.25, but could not set aside the verdict of the jury giving the road \$21 demurrage.—90 S. W. 1124.



Ground Plan of Elevator, Tanks, Sheds, Tracks and Surroundings.



Perspective View of the New Concrete Storage Tanks and Wood Working House of 1,400,000-bus. Capacity being Erected at Chicago for A. T. & S. F. R. R., as it will Appear when Completed. (See facing page.)

Grain Trade News

ARKANSAS.

Little Rock, Ark.—The T. H. Bunch Co. has been incorporated with \$300,000 capital stock.

Little Rock, Ark.—The Cunningham Commission Co. has its eltr. building inclosed and the machinery will be installed at once. Three induction motors will be used to operate the eltr. and milling machinery.

Little Rock, Ark.—The Board of Trade has directed its secy. to request the railroad commission for a copy of its rules, with a view to compelling the railroads to move cars promptly. Demurrage now is unjustly charged in many cases. After considering the rules the Board will formulate its grievances and present them to the railroad commission.

Little Rock, Ark.—A lively meeting of the grain committee of the Board of Trade was held Mar. 30. Hot corn on the track that sellers insisted shud be paid for was the topic of discussion. J. M. Townes said: "The time is passed when anybody can ride rough shod over this business community. Little Rock is too large, her trade too important, and it is through such meetings as this that our wrongs are to be corrected. The drafts on the grain dealers with B/L attached should permit inspection, and we must take such action as will bring this about; we can accomplish it by working together." S. P. Davis, James M. Townes and Fred L. Gossell were appointed a committee to act under the following resolution: That the matter of paying drafts on grain with B/L attached should be changed so as to permit inspection of contents of cars before remittance is made by the collecting banks. That a committee of three be appointed to investigate this proposition, and that the secy. of the Board of Trade be instructed to correspond with the commercial organizations of other cities with a view to ascertaining the methods in said cities. That on the receipt of this information the committee report the result of its findings to the grain committee for further action, with recommendation as to whether relief should be sought by state legislation or through an amendment to the rules and regulations governing the buying and selling of grain in the Little Rock market.

CALIFORNIA.

San Francisco, Cal.—A movement is on foot to have the Merchants Exchange weigh all grain at tidewater points. At present the warehousemen do the weighing at their houses and retain the charge for weighing as profit.

CANADA.

Lumsden, Sask.—The Ogilvie Flour Mills Co. contemplates the erection of an eltr. here.

Montreal, Que.—The large new Grand Trunk Pacific Eltr. will make its trial run Apr. 15.

Lowe Farm, Man.—The Western Flour Mills Co. has purchased the eltr. of the Lowe Farm Eltr. Co.

Winkler, Man.—P. P. Dyck has resigned

his position as mgr. of the eltr. for the Canadian Eltr. Co. and will engage in other business.

Pierson, Man.—All the eltrs. at this station have been closed, but will be reopened after seeding as there is still a large amount of wheat to be shipped.

Belleville, Ont.—John Lucas has been arrested on a charge of having in his possession 20 bags of flour and grain taken Mar. 22 from cars in the Grand Trunk Ry. yards.

Morrisburg, Ont.—The eltr. and mill of Gibson & Co. burned Mar. 20, with a quantity of wheat. Loss, \$40,000; partly covered by insurance. It is thought that the plant will not be rebuilt.

Toronto, Ont.—The Board of Trade has recently re-established the former entrance fee of \$100, to become effective after the number of members has increased to 700. It is now about 620.

Macdonald, Man.—The Lake of the Woods Milling Co. has decided to remove its local 30,000-bu. eltr. to a more western point, having decided that it has not been paying the company at this station.

Prescott, Ont.—The Canada Starch & Glucose Co. has been formed by a union of the Edwardsburg Starch Co., the Imperial Starch Co., of this city and the Brantford Starch Co., with \$3,750,000 capital stock.

Montreal, Que.—Eltr. charges are being adjusted by a special committee of the harbor board and the Grand Trunk Ry. The board wishes to make a low rate for handling grain, thru its eltr. while the railway desires a return on the investment in its new eltr.

Montreal, Que.—Complaints are being made of the discrimination in favor of Boston against Montreal whereby considerable grain is being diverted. Buffalo is getting a rate of 2c from Fort William as against 2½c to bay ports. At Boston the roads give free storage in the eltrs. a month or more.

Winnipeg, Man.—At a general meeting of the Grain Exchange on Mar. 26 resolutions of regret and sympathy were passed on the death of Geo. A. Richardson, of Kingston, who was a member of the Exchange and had long been connected with the grain trade of the Canadian northwest. A. C. Ruttan, western mgr. for Jas. Richardson & Sons, represented the Exchange at the funeral.

Vancouver, B. C.—The Hall Eltr. & Grain Co. has its new eltr. in full working order and grain from Alberta is being weighed, cleaned, scoured, sacked, elevated and stored at the plant. While wheat and oats have been handled at Vancouver before in large quantities, this plant has adopted methods and installed machinery that enables 2 men to unload 4 cars of wheat where it took 4 men to unload 1 car heretofore.

Keewatin, Ont.—The Lake of the Woods Milling Co., Ltd., has bid for \$950,000 the property of the Keewatin Flour Mills Co., Ltd. The mills and eltr. here, which are in course of construction and are included in the sale, are about half completed and are expected to be finished by Aug. The eltr. has capacity for 500,000 bus. of grain and the mills for

6,000 barrels of flour, both buildings being of reinforced concrete. With this additional mill capacity the Lake of the Woods Milling Co. will have a total capacity here of 10,000 barrels a day, or the largest plant in Canada.

Winnipeg, Man.—D. D. Campbell, special shippers representative, states that many cars that were graded rejected on account of foreign grains and seeds, could be placed in the straight grades by ordering the shipments cleaned; but he had found that as a rule it was as well, in the end, to sell as rejected, instead of having the cleaning done. In one case that came under his notice about 200 bus. of oats were cleaned out of one car of wheat. Mr. Campbell had endeavored to have the shipper paid something for these oats, which were of good feeding value, but he was unable to secure anything for the shipper. He believed that some provision should be made by which farmers would be paid for the feed grain taken out of their wheat shipments, or, at least, he thought that they should not be charged freight on the dockage.

Toronto, Ont.—The suit brot by the Northern Eltr. Co. of Winnipeg, Man., against the Lake Huron & Manitoba Milling Co., to recover for the alleged conversion of part of a cargo of wheat, was dismissed Mar. 27 by Chief Justice Falconbridge, who said: The plaintiff asked me to find that there exists in the grain trade on this continent a clearly defined and well understood usage by which what is known as cash wheat, is sold on a basis of future wheat, of a stated month on one of the established produce exchanges, and that when a vendor of cash wheat agrees to sell the same to a purchaser at three over New York July, the transaction involves a sale by the vendor of the cash wheat, and a counter sale by the purchaser, of the New York July wheat to the vendor of the cash wheat and that the purchaser of the cash wheat shall pay to the vendor three cents a bushel more than the vendor pays him for the New York July wheat. The plaintiff claims that the contract was made with reference to such custom or usage. The defendant relies on the phrase used in its telegram of May 23, "Price fixed, date of shipment or sooner." In order that the plaintiff shall succeed, it becomes necessary to read into this contract the alleged custom that in a sale such as this there is an implied term that the defendant in settlement for the cash wheat must supply the July option. A custom to be binding must be universal. The alleged custom here was stated to be universal, but that expression was qualified by the statement that Mr. Crowe, manager of the Northern Eltr. Co. meant New York, Winnipeg, Chicago and Minneapolis. It was not contended that it included Toronto, and in fact Mr. Crowe declined defendant's proposition to arbitrate at Toronto on the ground that Toronto people were not familiar with that class of trade.

CHICAGO.

Memberships in the Board of Trade are selling for \$3,000.

A broker predicts that the ½c commission rule won't last long.

Henry Meyers, long a member of the Board of Trade, died recently, aged 71 years.

The Chicago Barley Ass'n will give an informal Stein dinner Apr. 17 at 6 p. m. at the Palmer House.

Samuel C. Scotten, of the Harris, Scot-

ten Co., mourns the loss of his wife, whose death occurred Mar. 31.

Capt. J. M. Phillips, who sold his membership in the Board of Trade about 3 years ago, has, altho 75 years of age, applied for membership again.

The last banquet of the season of the Board of Trade Bohemian Club will be held Apr. 16 at the Auditorium. A good program has been prepared and 150 are expected to be present.

An offer of 25 per cent has been made to creditors of Geo. S. McReynolds; and at a meeting of creditors representing \$185,000 in claims, the Chicago Title & Trust Co. was appointed trustee.

Harold T. Mulhall, with the Armour Grain Co., was married recently to Miss Lucile Carkener, of Kansas City. Mr. Mulhall was until recently mgr. of the Kansas City office of the Armour Grain Co.

The May, July and September wheat options all closed at exactly the same price Mar. 28, 76 1/8 to 77c. Traders do not recall that three active options have closed at the same price for many years back.

Harry Berger, of Milwaukee, who was defeated in his move for an injunction to restrain the Board of Trade from enforcing the rule against trading in Milwaukee, has sold his membership for \$3,000 to the Board of Trade.

Brokers whose salary was lost under the new commission rule are still reciting their tale of woe. Nevertheless it is asserted that the placing of pit traders on an independent basis at 10c per thousand bus. is going to be of permanent benefit to the trade.

The Chicago Railway Terminal Eltr. Co. has been discharged as a bankrupt and the final report of the receiver has been approved by Judge Bethia. The Equitable Trust Co. received \$50 for 2 years' services as receiver and the counsel for the receiver received but \$300.

Free delivery of grain or flaxseed will be made by the C. B. & Q. Ry. to connecting lines when orders for disposition are received within 48 hours from 7 a. m. following the day of inspection. If not so received a charge of \$2 will be made for switching.

Telephone locations on the trading floor of the Board of Trade are nearly all grouped at the same point, nearest the wheat pit, creating a congestion in this part of the pit. A removal of the pit to the center of the floor, equidistant from all phones along the walls has been suggested.

Geo. A. Hellman, for many years an active member of the Board of Trade, died Mar. 25, aged 75 years. Mr. Hellman had been connected with the grain trade of Chicago from 1865 until his retirement from active business about a year ago. His son, Geo. A. Hellman, Jr., has been active in wheat and corn for several months.

Recent applications for transfer of memberships are those of H. C. Frost and Edw. C. Wall. Geo. E. Saunders has applied for membership. Four additional applications for withdrawal from membership have been made by W. W. Boynton, L. S. VanVliet, Jas. Angus and E. B. Whittley. Several memberships are for sale at \$3,000, but there is no enquiry.

The rule expelling members of the Board of Trade who do business on exchanges outside of the city where trades are closed on delivery of Chicago warehouse certificates, was adopted Apr. 2 by

a vote of 556 to 147. The amendment to the commission rule permitting cash grain salesmen to work on salary was adopted at the same time by a vote of 429 to 278.

Sheriff Thos. E. Barrett, a former operator on the Board of Trade, died Mar. 29 of cancer of the throat, after an illness extending over 2 years. When Mr. Barrett was 13 years of age he went into the employ of Brown, Flemming & Co., a Board of Trade firm, and remained with them several years, after which he went into the grain brokerage business on his own account.

The following applications for membership in the Board of Trade have been approved by the directors: F. E. Chamberlin, T. G. Bowman, K. J. Muir, F. Waterman and Jacob H. Knauss. Applications for membership have been made by Jas. F. Parker, Aug. F. W. Walther, C. Marion Proctor, Leslie J. Schwabacher and Lester F. Gates. The following memberships have recently been posted for transfer: E. H. Bingham and Cyrus Dupee. Applications for transfer have been made by Harry W. Hahn and John Dickerson, Jr. The following memberships have recently been purchased by the Board of Trade: C. A. Mair, the Beggs Estate, Frederick Lewis, Jas. L. Rynearson, John Purvis, E. W. Flanigan and Harry H. Wickham.

Harry Berger, a member of the Milwaukee Chamber of Commerce and of the Chicago Board of Trade, on Mar. 30 applied to the U. S. Court at Chicago for an injunction restraining the Board of Trade from enforcing the rule expelling members who trade on other exchanges in Chicago warehouse receipts. Berger alleged that by the enforcement of the rule his business would be ruined. In a voluminous answer the Board of Trade claimed power to control its own members. Judge Bethia on Apr. 4 denied the preliminary injunction and said "The rule is a reasonable one, and I think the Chicago Board of Trade has the power to pass it. The obligation of that organization is to protect itself."

The Harris, Scotten Co. will discontinue business May 1, when John F. Harris will retire from the cash grain trade and with John P. Uoham and T. E. Cunningham will engage in stock brokerage. Samuel C. Scotten will retire from active business for a much needed rest and will travel in Europe. Mr. Scotten has been in the grain business since 1880, when he opened an eltr. in Burlington, Ia., for V. P. Bullock, coming to Chicago in 1891. The Harris, Scotten Co., which is capitalized at \$500,000, operates a line of eltrs. having a combined capacity of 9,000,000 bus. No decision has been made as to the disposal of these houses, which include the National, Iowa, Union and City Eltrs. in Chicago, which the company operates under lease.

Sentiment is growing in favor of the reduction of the $\frac{1}{4}$ c commission to $\frac{1}{8}$ c on trades held open less than 10 days. Brief experience with the new rule shows that it has killed the business coming from speculators who make many turns daily or weekly. With a market having a daily range of only $\frac{1}{4}$ c it is rarely possible for a trader to make three deals and have a profit for himself after paying $\frac{1}{4}$ c in commissions. It is felt that the charge for the service shud be commensurate with its value as determined by customer's opportunity for profit and the expense of the commission merchant in handling the business. For the actual labor of executing the order and the in-

terest on an investment of \$3,000 in a membership the broker receives only 10c per thousand bus., while the commission merchant receives \$2.50 from the customer.

Altho the Harris-Scotten Co. will discontinue all connection with the grain trade at the dissolution of the firm on May 1, the harmonious relationship among the officers is to be continued and much attention is to be given to the extensive salmon canning interests in the northwest, in which members of the firm have been interested for a long time, with J. F. Harris as pres. of the Pacific American Fisheries Co. In June, S. C. Scotten, pres. of the Harris, Scotten Co., and J. G. Snydacker, one of the vice-pres., will go to the coast to plan for an extension of their canning plants, and later will go to Alaska. "We are giving up our grain business with perfect harmony existing in the company," says Mr. Snydacker. "We have other interests that we want to devote more of our energies to. All of our eltrs. are leased, the Iowa, City, and Union in Chicago being owned by an English syndicate, and the National, our other house, here, being the property of the National Eltr. & Dock Co. Our lines of country houses have been sold, or have been arranged to be turned over to other interests."

COLORADO.

Denver, Colo.—We contemplate the erection of a terminal eltr. here.—Cash Commission Co.

Pueblo, Colo.—The Gibson Grain & Stock Co. incorporated, \$100,000 capital stock. Incorporators, Wm. Barber, O. L. Newcomer and L. W. Smith.

Denver, Colo.—W. G. Germain, mgr. of the F. C. Ayres Mercantile Co., will soon retire from business and will be succeeded in the management of the business by Mr. Barr, who has been associated with the business for a long time.

ILLINOIS.

Long Branch, Ill.—The Farmers Eltr. has suspended.

Paxton, Ill.—R. Keator has succeeded Bruyn & Keator.

Ludlow, Ill.—J. F. Huxtable has succeeded Huxtable Bros.

Block, Ill.—McDermott & Co. have succeeded McDermott Bros.

Penfield, Ill.—Bear & Hadden have succeeded H. C. Bear & Co.

Blodgett, Ill.—C. H. Wood has succeeded the Harris, Scotten Co.

Peters, Ill.—Jos. Dryer has succeeded the Valier & Spies Milling Co.

Alsey, Ill.—I have succeeded Neat, Hutchinson & Wills.—G. B. Wills.

Gordon, Hildreth P. O., Ill.—Gordon & Gordon are new in the grain business.

Galt, Ill.—Geo. W. Burtch has let the contract for the erection of a large eltr.

Wright, Mattoon P. O., Ill.—The Shelabarger Eltr. Co. is new at this station.

Kilbourne, Ill.—The local eltr. of the National Farmers Exchange has suspended.

Freeburg, Ill.—An eltr. will be built by the Freeburg Milling Co., recently incorporated.

Woodbine, Ill.—I have succeeded the firm of Williams, Evans & Horsch.—D. O. Williams.

Lowder, Ill.—The Farmers Eltr. Co. has increased its capital stock from \$6,000 to \$7,000.

Oreana, Ill.—M. Cooper, formerly of Rowell, has succeeded D. S. Williams as mgr. for the Shellabarger Eltr. Co.

Philadelphia, Ill.—Edwin Beggs, of Ashland, has purchased the eltr. of A. C. Mains, who has removed to Peoria.

Ohio, Ill.—J. W. Wallrich, late of Chicago, has been appointed agent at this station for the Neola Eltr. Co., taking charge Apr. 6.

Lena, Ill.—The B. P. Hill Grain Co. will rebuild the eltr. burned Jan. 30. Preliminary plans have been prepared by Fred Friedline.

Warrensburg, Ill.—The eltr. of the Farmers Grain & Coal Co., a co-operative company, burned Apr. 1. Loss, \$6,000; insurance, \$4,500.

Forsyth, Ill.—D. S. Williams, formerly at Oreana, has been transferred to Forsyth, to take charge of the eltr. of the Shellabarger Eltr. Co.

Gibson City, Ill.—Geo. W. Walker, who purchased the eltr. of Phillips & Shively last fall, will remove to Gibson City and take charge of the eltr.

Decatur, Ill.—The Decatur local of the Illinois Grain Dealers Ass'n held a meeting Apr. 3. Another local meeting was held Apr. 4 at Champaign.

Weldon, Ill.—We have bot the eltr. of M. A. Current, operated by Current & Davis, and will take possession May 1. Geo. Susdorf & Son, Rantoul.

Prospect, Rantoul P. O., Ill.—Frank Yates, who recently purchased the eltr. here of Susdorf & Son, has removed from Ludlow to Rantoul with his family.

Bardolph, Ill.—I have bot the eltr. of H. N. Jackson, which was advertised in the Journal, and will take possession May 1.—A. D. Stanford, Chatsworth.

Galva, Ill.—By clever work the treasurer of the Galva Farmers Grain Eltr. Co. has been able to show a profit wiping out the loss on last year's business.

Eylar, Ill.—We have purchased the eltr. of the Rogers Grain Co. here and will tear it down and build a 16,000-bu. eltr. on the site.—Saunemin Eltr. Co., Saunemin.

Coulterville, Ill.—J. R. Morrison has resigned his position as mgr. of the local grain warehouse and feed plant of the Camp Springs Mill Co., of Nashville, Tenn.

Ashmore, Ill.—Lee M. Eggleston, former mgr. for Geo. W. Walker & Co. at Gibson City, has accepted a position here with Bartlett, Kuhn & Co., of Terre Haute, Ind.

Longbranch, Ill.—The L. B. F. Grain Co. incorporated, \$3,500 capital stock, to deal in grain and farm supplies. Incorporators, C. L. Nieder, H. J. Morgan and H. L. Halm.

Farmingdale, Ill.—The Farmers Co-operative Co. incorporated, \$5,000 capital stock, to deal in coal and farm products. Incorporators, J. S. Ingram, Jas. Parkes and M. Cordes.

Peoria, Ill.—B. Warren & Co. incorporated, \$50,000 capital stock, to do a produce and commission business. Incorporators, Bertha D. Warren, L. H. Murray and S. D. Wead.

Heyworth, Ill.—The Heyworth Grain, Coal & Lumber Co. incorporated, \$10,000 capital stock, to deal in grain, coal and lumber. Incorporators, E. I. Gardner, T. J. Casey and Geo. W. Bell.

Williamsville, Ill.—The Williamsville Grain Co. incorporated, \$5,000 capital stock, to deal in grain and farm imple-

ments. Incorporators, P. J. Telfer, John W. Yocom and W. F. Merriam.

Litchfield, Ill.—Henry Nobbe has purchased a residence and has removed here with his family to take charge of the eltr. for the Nobbe Grain Co. He has sold his residence at Farmersville.

Garrett, Ill.—C. A. Burks is tearing down the old farmers' eltr., which he purchased at auction in Jan., and will build on the site. The business will be conducted under the name of the C. A. Burks Grain Co.

Cooksville, Ill.—The Cooksville Grain Co., the farmers company, has purchased for \$12,000 the eltr. of O. A. Means & Co., possession given to-day. A. B. Means has sold his residence and expects to leave Cooksville with his family in the near future.

Bongard, Villagrove P. O., Ill.—A. C. Kaiser, R. F. D. No. 56 Philo, writes that he has purchased the eltr. of J. A. Cobett and took possession Mar. 31. Mr. Kaiser was a member of the firm of Kaiser Bros., formerly operating an eltr. at Parnell.

Sibley, Ill.—At the recent annual meeting of the Sibley Co-operative Grain Co. it was announced that the earnings of the concern had been greatly lessened by the loss of several cents per bu. on grain which could not be shipped on account of the scarcity of cars.

Pekin, Ill.—E. F. Unland, with the Smith-Hippen Co., was arrested Apr. 6, with several others, charged with embezzlement in connection with the failure of the Teis Smith bank here. The arrests were made on warrants sworn out by a depositor of the bank.

Bluffsprings, Ill.—Schultz, Baujan & Co., of Beardstown, have purchased the eltr. and grain business of J. F. Hegener, who will continue his implement business and take entire charge of the grain business for Schultz, Baujan & Co., who now own both eltrs. at this station.

Randolph, Ill.—I have sold my eltr., which has been operated by the Rogers Grain Co., to Wm. Zierfuss. Possession will be given July 1. Mr. Zierfuss will continue his former business and the eltr. will be operated by an assistant. I have not decided yet as to what I will do.—P. Steiner.

Van Petten, Ill.—Rumors that the National Farmers Exchange Eltr. here is in danger of financial collapse are said to be due to the fact that a number of the stockholders have not paid their subscriptions to stock and are not likely to do so as the business is not paying as expected.

Decatur, Ill.—It was erroneously stated in this column Mar. 25 that the private wire of the Hammond Eltr. Co. had been turned over to H. H. Randolph. Mr. Randolph is not and never has been connected with the Hammond concern, and the only wire in his offices is that of Ware & Leland.

New Holland, Ill.—Judge Harris on Mar. 23 appointed J. E. Sherry receiver for the New Holland Farmers Co-operative Grain & Coal Co. on the application of one of the stockholders. The liabilities so greatly exceed the assets that creditors will receive only a small per cent of their claims.

Pontiac, Ill.—The Pontiac Farmers Grain Co., recently incorporated, has elected the following officers: Paul Balbach, pres.; Warren Collins, secy.; Oliver Buland, treas. No action has been taken by the company as to the purchase of the

eltr. of S. L. Morrison, which was offered to the farmers at cost.

Morris, Ill.—Thos. Phillips, who several months ago sold the old Lane eltr. property to the Morris Terminal Ry. Co., has sold his grain business to the Morris Grain Co., the change to become effective May 1. Mr. Phillips has been in the grain business since 1868. He now retires from active business and will make his future home in California.

Lena, Ill.—A. F. Foll, formerly agt. for the B. P. Hill Grain Co., of Freeport, died Mar. 26 at Eagle Grove, Ia., aged 71 years. Mr. Foll engaged in the grain business in 1862 and was one of the oldest grain buyers in this section of the country. He retired from active business several years ago owing to ill health, but retained an interest in his banking business.

Peoria, Ill.—We are indebted to R. C. Grier, secy. of the Peoria Board of Trade, for a copy of the 36th annual report of the Peoria Board of Trade for the year 1905. Detailed statistics are given of the trade of the city, also the grades of grain established by the Board of Trade, storage charges, rates for sampling and weighing, the monthly receipts of each commodity over each of the 12 railways entering the city, and a list of members.

East St. Louis, Ill.—F. Einstmann, chief grain inspector at this city, is sending circulars to grain shippers in Illinois, Missouri, Iowa and Nebraska, requesting them to notify him in advance what grade is expected on consignments, and a comparison of the grade actually given with that expected will be made when Mr. Einstmann is informed of the date of shipment, car number and initial, station shipped from, railroad arrival at East St. Louis and firm consigned to. A similar method of checking the inspection was put into effect some time ago by Chief Grain Inspector W. S. Cowen at Chicago.

INDIANA.

Argos, Ind.—We have leased our eltr. to C. J. Walter.—Isaac Reed & Son.

Indianapolis, Ind.—The Cleveland Grain Co. has purchased the site for its new eltr.

Roanoke, Ind.—A. Wasmuth & Sons will install an improved Hall Distributor.

Brookston, Ind.—Bell & Hansen will install a manlift, purchased from Fred Friedline.

Rushville, Ind.—We contemplate installing a second-hand gas engine, of from 15 to 20 h. p., in our eltr.—C. G. Clark & Sons.

Creston, Ind.—The eltr. of John Love burned Mar. 30 with 1,400 bus. of corn and 800 bus. of oats. Loss, \$1,500; insurance, \$800.

Bath, Ind., College Corners, O., P. O.—We have purchased the eltr. of the Interstate Grain Co.—Willey Mill & Eltr. Co., Ross, O.

The semi-annual mid-summer meeting of the Indiana Grain Dealers Ass'n will be held Wednesday, June 27, at the Claypool hotel.

Fortville, Ind.—John A. McComas, who recently purchased the eltr. of Paul Hagen, has removed to Fortville from Yeoman with his family.

Five grain eltrs. in Indiana are offered in our For Sale columns this number. Some bargains worth your investigation even tho you buy only to sell.

Ade, Kentland P. O., Ind.—Work has been begun on the eltr. for McCray, Morrison & Co., of Kentland, by Fred Friedline, with Willis Meyers as foreman.

Amboy, Ind.—I have sold to C. H. Ferger Sons, of Newcastle, Pa., the eltr. which they have charge of now. They intend to apply for membership in the Indiana Grain Dealers Ass'n.—W. H. Houck.

Seymour, Ind.—J. H. Hodapp, pres. of the Hodapp Hominy Co., committed suicide by hanging Mar. 25. False reports of financial troubles which affected his business are said to have been the cause of the deed. Mr. Hodapp was 56 years of age.

Indianapolis, Ind.—Wm. Hurlburt, foreman of the eltr. of the Acme Mills, was killed recently at the eltr. He was found in the subway under the railroad, which connects the mill and eltr., and had apparently been caught by a shaft which runs thru the subway.

Indianapolis, Ind.—In order to carry out the provisions of the law the new railroad commission of Indiana needs the hearty co-operation of shippers. Railroads always are well represented before the commission, which is thus well informed of the interests that the roads wish to have protected. Unless the shippers report the faults in the present regulations, and failure to interchange cars, and other matters where the roads seem to neglect their duties to the public the commission is deprived of valuable assistance in effecting an adjustment of questions fairly to shippers. Shippers shud help the commission to do its work.

INDIAN TERRITORY.

Council Hill, I. T.—The Central Mill & Eltr. Co. incorporated, \$5,000 capital stock, to build eltrs. and do a grain business with headquarters here. Incorporators, W. H. Falconbury, Trevor Faulkner, G. C. Stotts, J. C. Thomas and Otto E. Sump. Mr. Falconbury is pres. and Otto E. Sump, treas. The firm will build an eltr. here and, as business warrants, other eltrs. along the M. O. & G. Ry.—Otto E. Sump.

IOWA.

Cromwell, Ia.—L. M. Randall has succeeded Wray Bros.

Conway, Ia.—W. B. Allen & Son will install small feed grinder.

Bennett, Ia.—L. H. Dammann has installed a feed mill in connection with his eltr.

Varina, Ia.—The DeWolf & Wells Co. has let the contract for a 40,000-bu. eltr. to L. O. Hickok.

Hayfield, Ia.—Ed. Cashman, of Goodell, has purchased a half interest in the eltr. of Thos. Cashman.

Walker, Ia.—Will Miller, formerly in charge of his father's eltr. at Maynard, has taken charge of the eltr. here.

Red Oak, Ia.—The site of the eltr. operated by G. A. Stibbens has been sold but Mr. Stibbens has leased it for 3 years.

Maynard, Ia.—Frank McGee has purchased the eltr. of J. E. Miller and his son, Raymond, will have charge of the business.

Rowley, Ia.—Frank Van Orsdol has recovered from the injuries received recently when his clothing caught in some shafting at the eltr.

Rolfe, Ia.—J. H. Charlton will build

an eltr. costing from \$20,000 to \$25,000, on the M. & S. L. Ry. A steel tank system is contemplated.

Rake, Ia.—The Farmers Eltr. Co. has leased the eltr. of F. S. Livermore for 2 years, and will purchase the house for \$3,500 at the end of the lease.

Sioux City, Ia.—The Fields & Slaughter Co. has removed its headquarters from Akron to Sioux City. E. A. Field will remove to Sioux City with his family.

Jefferson, Ia.—L. E. Munsinger has succeeded C. R. Wick as mgr. of the local business of the Neola Eltr. Co. Mr. Wick has again taken up a traveling position with the company.

Freeman, Ia.—The annual report of the Farmers Co-operative Society showed a loss of \$500. The declining market caught it with 10,000 bus. of corn on hand and in transit.

Nashua, Ia.—The Farmers Co-operative Eltr. Co. has been organized by J. M. Heald, L. H. Weller, J. S. Gagley, W. M. Butler, and others. John S. Gagley will manage the business.

Richards, Ia.—The Farmers Eltr. Co., recently organized, has decided to build instead of buying the eltr. of the Western Eltr. Co. L. B. Irons is pres., E. J. Hall, vice-pres., and Geo. Ridge, secy.

Ruthven, Ia.—Storekeepers are opposed to the Co-operative Farmers Eltr. Co., because in addition to handling grain the company sells coal, oil, salt, flour, bfn and meal to pay its running expenses.

Cedar Rapids, Ia.—The Pawnee Cereal Mills, which are backed by Henry Ellsworth, of Buffalo, and to whose stock local merchants subscribed \$100,000, will begin work this week on its new plant.

West Union, Ia.—Dan O'Halloran, the local grain dealer, has purchased the eltr. of J. E. Miller, of Independence. Mr. Callender, who has had charge of the eltr. for some time, is expected to remain in charge.

Ames, Ia.—The Iowa Corn Growers Ass'n, J. W. Jones, secy., Ames, is now engaged in compiling the premium list for the January, 1907, contest. When the list has been completed it will be printed with a report of the last contest.

Mason City, Ia.—The Ober-Kingsbury Grain Co. incorporated, \$200,000 capital stock, to operate eltrs. and stores and handle grain, hay and fuel. A. L. Ober is pres. and F. A. Kingsbury, vice-pres. The company will succeed the Loomis-Johnson-Lee Co. May 1 in operating its line of eltrs.

The annual meeting of the Iowa Grain Dealers Ass'n will be held at Des Moines May 15 and 16. The fare for the round trip will be the rate one way plus \$2. Tickets may be purchased May 14 good to return until May 31. This rate applies from points outside as well as within the state.

Lake Park, Ia.—This station has been favored with good receipts of grain, but is nearing a wind up. A few bunches of oats back, but not much corn. The corn proposition, however, has been anything but a money maker for the dealer, on account of dampness in the kernel.—L. B. Spracher & Co.

Sloan, Ia.—The 35,000-bu. eltr. for the Farmers Cereal Co. has been completed by the Younglove Construction Co. A brick engine house has been built, in which is installed a 25-h. p. steam engine. A car puller and lift have been installed, also corn shellers and cleaners furnished by the Barnard & Leas Mfg. Co. All drivers are friction clutches.

Co-operative companies must publish their financial condition, under the provisions of Sec. 1,625 of the Iowa Statutes. A statement of the amount of capital stock subscribed, the amount of capital actually paid in, and the amount of the indebtedness in a general way, must be kept posted which shall be corrected as often as any material change takes place in relation to any part of the subject-matter thereof.

Cedar Rapids, Ia.—The Bosch Consumers Barley & Malt Co., which let a contract to Chicago concrete pavers last year and then refused to pay for the work because of its inferior character, lost its suit against the builders. Nothing is being done about the plant, which was completed up to a height of about 35 ft., and no doubt it will cost more money to tear out the concrete eltr. already erected than it would to build a new one on another site.

Fort Dodge, Ia.—The Farmers Eltr. Co., of Gowrie, has brot suit in the district court here against the Iowa Implement & Vehicle Dealers Ass'n, one of the strongest trade organizations in the Union, alleging that the company has been unable to buy in the open market on account of a boycott instituted against it by the ass'n. It is stated that the ass'n dictates to the manufacturers and jobbers whom they shall sell to. This farmers co-operative company branched out from grain into lumber and coal, but struck a snag when it undertook to invade the vehicle business.

Ames, Ia.—Of more than 500 samples of seed corn received by the experiment station an average of 26 kernels out of every 100 would not grow and an average of 15 were too weak, leaving only 59 strong and vigorous. Professor P. G. Holden states that the tests show seed corn thruout Iowa to be in much more serious condition than generally supposed, and urges strongly the making of a germination test of 6 kernels from every ear intended for planting this spring. One person in a single day can put over to test enough corn to plant 25 or 30 acres. Bulletin No. 77 on testing and preparing seed corn will be sent free on application.

Des Moines, Ia.—An excursion to Memphis in connection with the annual meeting of the Iowa Grain Dealers Ass'n is talked of. Members of the ass'n have been asked by Secy. Wells to report how many will desire to make the trip. This trip would probably be made about as follows: Leave Des Moines Wednesday evening, arrive St. Louis Thursday a. m., spending day in St. Louis. Leave St. Louis Thursday evening, arrive Memphis Friday a. m., spending day at Memphis. Leave Memphis Friday evening, arriving New Orleans Saturday a. m., spend Saturday and possibly Sunday at New Orleans, then return directly back to Des Moines.

KANSAS.

Garnett, Kan.—The Garnett Milling Co. has about completed its eltr.

Belvue, Kan.—Weeks Bros. have completed and opened their eltr.

Alton, Kan.—I have succeeded Woodward & Burke.—H. S. Woodard.

Zenith, Kan.—The eltr. of the Kansas Grain Co. will be overhauled and repaired.

Otis, Kan.—The eltr. of L. Schreiber burned recently with a large quantity of grain.

Ellinwood, Kan.—P. J. Hellwig has re-

signed his position as grain buyer for the Kansas Grain Co. here.

Wamego, Kan.—I am putting in a new 18-h. p. gasoline engine, replacing steam power.—C. E. Chandler.

Smolan, Kan.—The old Shogren Eltr., which has not been in operation since 1897, is being torn down.

Leavenworth, Kan.—Ed. Olvis will build an eltr. at East Leavenworth on the new cut-off of the Burlington Road.

Speed, Kan.—We have sold our eltr., that we advertised in the Journal, to S. N. Duvall & Son, of Speed.—Hahn Bros.

Caney, Kan.—A steel grain storage tank is to be erected by J. C. and Henry Dolezel and Jos. Fyala in connection with their 300-barrel mill.

Sylvia, Kan.—P. J. Hellwig, formerly grain buyer for the Kansas Grain Co. at Ellinwood, has accepted the position of secy. and mgr. for the Farmers Grain & Supply Co. and will soon remove here with his family.

Bern, Kan.—We have succeeded J. D. Infeld in the grain business. The members of the firm are Perry Frazier, of Du Bois, Neb., and W. E. Coonrod, of Bern, who recently resigned his position as Rock Island agt. here.—Frazier & Coonrod.

Dodge City, Kan.—The Farmers Eltr. Co. has been organized with \$10,000 capital and will build and operate an eltr. A site has been secured. The Walnut Creek Milling Co., of Great Bend, will soon commence work on the erection of a large eltr. here, which will be in charge of L. R. Miller.

Everest, Kan.—G. A. Jones, the local grain dealer, has brot suit against the Rock Island Ry. for \$6,500, on the ground that the railroad company did not comply with all the conditions of the agreement made with its representative after he was injured in the wreck at Willard in 1904. One of the charges is that he was discharged from the hospital before he should have been.

Topeka, Kan.—W. E. Sterne, receiver for the Taylor Grain Co., has been notified by Mr. Taylor that a settlement has been effected with a majority of the creditors and will ask that the receiver be discharged May 1, when Mr. Taylor hopes to get possession of the milling property. As soon as the receiver is discharged and the Taylor Grain Co. has possession of the property, it will be turned over to the United Milling & Grain Co. The officers of the new company are: W. L. Taylor, pres.; H. Parker, McPherson, vice-pres. and treas.; J. B. M. Wilcox, now with the Kehlor Mills, St. Louis, secy. and assistant treas. The business will be managed by an executive board, of which H. Parker is mgr. Mr. Wilcox will manage the mill and sales department.

Wichita, Kan.—The committee appointed to promote the construction of a 1,000,000-bu. eltr. here met Mar. 26 and decided to capitalize the company at \$150,000, and a proposition was made to E. K. Nevling, of the Nevling Eltr. Co., for the purchase of his eltr. The offer of \$43,500 was accepted by Mr. Nevling, who subscribed \$15,000 worth of the stock in the new company. The Nevling Eltr. has capacity for 125,000 bus. of grain and will be used as a nucleus around which to erect additional tanks for storing wheat, and the eltr. will be converted to conform with the plans of the Board of Trade. Jas. Robb, J. E. Howard, F. D. Stevens, C. L. Davidson and Dudley Watson have been appointed a committee to complete the organization of the com-

pany and increase the subscription for the eltr., which will be strictly a public eltr.

Hutchinson, Kan.—The annual meeting of the Farmers Co-operative Shipping Ass'n was held here Apr. 4. Resolutions were adopted favoring the consignment of grain to a Kansas City bucket-shop. The agreement by which members of the Kansas City Board of Trade deduct 100 pounds from the weight of grain in cars received, was denounced. By-laws were amended to admit eltrs. of Nebraska and Oklahoma. The Ass'n voted to bring suit against C. B. Hoffman, manager last year, on several items of account. One is for \$651 for grain sold to J. H. Tomlin & Co. of Kansas City, which it claims Hoffman had no right to sell. Another item is for \$560 for selling wheat to J. C. Goings, a broker in Topeka, while the latter, it is claimed, was insolvent, and a third item is for \$187 due on options on transactions on the Kansas City Board of Trade. It is costing the Ass'n nearly 3c per bu. to handle grain for its members, and some members think they can handle their own grain at a cost to themselves of 1c and consequently are becoming lukewarm in their support.

KANSAS LETTER.

Cedarville.—Bandt & Wise have succeeded Bandt Bros.

Bonita.—Kuhlman & Smith have succeeded Kuhlman Bros.

Strawn.—O. L. Kuhlman, who recently succeeded Geo. Antrim, is building a 10,000-bu. eltr.

Overbrook.—W. M. Cardwell, formerly with the Osage City Grain & Eltr. Co., has purchased the eltr. formerly owned by John Charlesworth, of Quenemo, and has taken possession.

Harlin.—A. A. Bradley has purchased the farmers' eltr. here and has taken possession. This is one of the eltrs. purchased by the Farmers National Exchange July 1, 1905. After operating the eltr. 6 months it showed a loss of over \$800 and the local stockholders insisted on closing up the business.

Hiawatha.—A meeting of the grain dealers of northwestern Kansas was held here Mar. 22. The following dealers were in attendance: J. E. Duncan, Shannon; L. J. Woodhouse, Lancaster; G. A. Jones, Everest; C. E. Sheldon, Everest; E. Herrington, Baker; E. Chase, Padonia; Burkley & Dowell, Hamlin; R. B. Gibbs, Morrill; S. B. Samuelson, P. M. Kelly and M. Salisbury, Hiawatha, and E. J. Smiley, Topeka.—M. S.

LOUISIANA.

New Orleans, La.—F. Prevost Breckinridge, who has represented the Harris, Scotten Co. for several years, has resigned and will enter the employ of a bank.

New Orleans, La.—The grain committee of the Board of Trade has called a meeting for Apr. 17 to begin proceedings before the Interstate Commerce Commission against the leasing of the eltr. facilities of the port to private individuals.

New Orleans, La.—The grain exports from New Orleans during March were 123,871 bus. of wheat, 2,021,407 bus. of corn, 787,600 bus. of oats and 260,000 bus. of barley; compared with 3,902,475 bus. of corn, but no wheat, oats or barley for March, 1905. Exports since Sept. 1 and prior to Apr. 1 have been 971,905 bus. of wheat, 17,116,698 bus. of corn, 1,954,479 bus. of oats and 880,511 bus. of barley; compared with 15,741,074 bus. of corn and 14,575 bus. of oats, but no wheat or bar-

ley, for the corresponding period of 1904-5, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

MARYLAND.

Baltimore, Md.—Geo. A. and J. B. W. Hax, of G. A. Hax & Co., mourn the death of their mother, who died at her residence here Mar. 23, aged 79 years.

Baltimore, Md.—Harry D. Fisher, a member of the Chamber of Commerce, died March 22 at Atlantic City, N. J. A committee was appointed by Pres. Wylie to attend the funeral.

MICHIGAN.

Ionia, Mich.—Jonathan Hale & Sons are building an addition to their eltr. which will increase the capacity to 24,000 bus.

Lennon, Mich.—I have taken the eltr. here formerly operated by Hamlin Bros. and am doing a grain, seeds and wool business.—E. C. Roberts, formerly of Lapeer.

Otisville, Mich.—Merchants and farmers contemplate rebuilding the eltr. for Mr. Wilson, who recently lost his eltr. by fire.

Grand Blanc, Mich.—Chas. E. Pierson, junior member of the firm of G. B. Pierson & Son, committed suicide by hanging Mar. 18 while despondent from illness. His books were found to be correct.

Niles, Mich.—The proposed erection of an eltr. and feed mill by Burrell & Morgan, of Elkhart, Ind., has been blocked by a property owner, but the business men's ass'n is attempting to clear up the difficulty.

West Branch, Mich.—T. Highstreet, an employee of the Ogemaw Grain & Seed Co., is ill with the smallpox and is in quarantine. The company's entire plant has been disinfected and the bean pickers laid off for 2 weeks.

West Branch, Mich.—The Ogemaw Grain & Seed Co. has succeeded to the business of Edw. E. Evans, who remains as mgr. The company will build a 11,000-bu. grain eltr. and a 10,000-bu. warehouse for seeds. The old warehouse will be used for hay and feed.—Edw. E. Evans, mgr.

Detroit, Mich.—Jacob Beck, of the Beck Cereal Co., grain merchants and millers, died Mar. 21 aged 89 years, after an illness of but 5 days, from pneumonia. Mr. Beck came to Detroit in 1877 and established the business of which he remained in active management until 6 years ago, when his son, George Beck, succeeded him in control.

Jackson, Mich.—Loaning bags to farmers is so absurd and so ridiculous that we are all agreed that the nuisance should be abated, and yet we all continue it, simply because the other one does it. There is no reason why we should loan bags to farmers any more than implement dealers should loan them plows. The farmers don't appreciate the action, and if they ever return the bags, they are usually torn and soiled. This irregularity in the aggregate costs the dealers a huge sum every year.—C. H. Barrett.

Detroit, Mich.—The Michigan Bean Jobbers Ass'n has adopted the following definitions for the terms, immediate, quick and prompt shipment: Immediate shipment to mean 3 days from the time of receiving complete shipping instructions, not including day of sale, Sundays

or holidays at place of shipment. Quick shipment to mean 5 days from the time of receiving completed shipping instructions, not including day of sale, Sundays or holidays at place of shipment. Prompt shipment to mean 10 days from the time of receiving complete shipping instructions, not including day of sale, Sunday or holidays at place of shipment.

A seed corn special left Lansing Apr. 9 over the L. S. & M. S. Ry. on a 5 days' trip in the interest of improved corn. Meetings will be held at 29 towns, with a stop of 1 hour at each station. Arrangements for the special were made by the State Board of Agri. and lectures will be given at each station by Professors C. D. Smith, J. A. Jeffery and other members of the faculty of the Agri. College. The first stop Apr. 9 was made at Dimondale and the day's run ended at Litchfield; Apr. 10, North Adams to Tecumseh; Apr. 11, Adrian to Coldwater; Apr. 12, Bronson to Schoolcraft; Apr. 13, Cooper to Grandville.

MINNEAPOLIS.

The Concrete Eltr. Co. has let the contract for the erection of an addition to its plant.

Chas. C. Coe, founder of the defunct Coe Commission Co. bucket-shop, has gone to a suicide's grave at Buffalo, N. Y.

The Supreme Court has sustained the contention of the Chamber of Commerce that J. E. Wells & Co. shud be prohibited from using the continuous grain market quotations of the Chamber.

It is said the Northern Pacific will charge local rates on wheat from points on its own line to Minneapolis, with another local rate to Duluth, instead of accepting the proportional on flour from Minneapolis to Duluth.

MINNEAPOLIS LETTER.

G. G. Graves has recently been appointed manager for the Minneapolis office of Cummings Com. Co.

The Seidl Grain Co. has secured a site for an eltr. and has plans made which are being estimated upon by several local builders.

Edwards-Wood Co. has tied up about \$75,000 belonging to the Cummings Com. Co. thru garnishment proceedings. It is claimed that the Cummings Co. owes Edwards-Wood Co. \$100,000 and refuses to pay.

M. W. Lee, of the Loomis, Johnson, Lee Co., has returned from Mason City, Iowa, where he has been since January. He has sold out the company's entire line of elevators consisting of some 28 houses and the company is going to devote its entire energy in increasing its commission business.

There is considerable discussion on the floor of the exchange among members about the fight between the Milwaukee Chamber of Commerce and the Chicago Board of Trade and the sentiment seems to favor the Milwaukee Chamber entirely. President B. G. Ellsworth of the Milwaukee Chamber was a visitor here on Apr. 7. He seemed entirely undisturbed as to the future of the Milwaukee Chamber as a result of the Chicago Board's attitude.—Minn.

MINNESOTA.

Burr, Minn.—G. O. Miller, of Porter, will build an eltr.

Hitterdal, Minn.—The farmers contemplate organizing an eltr. company.

Burr, Minn.—H. K. May will build an eltr. The farmers are organizing an eltr. company.

Tintah, Minn.—A co-operative eltr. company is being organized here. C. W. Collins is interested.

Peterson, Minn.—The Farmers Eltr. Co. will install a 15-h. p. gasoline engine and dump scale in its eltr.

Duluth, Minn.—The Duluth Universal Mills has contracted with L. O. Hickok for a 30,000-bu. storage annex.

Hawley, Minn.—B. F. Antonson has succeeded G. O. Sjordal as agt. for Andress & Gage, of Minneapolis.

Pipestone, Minn.—The Berger-Critten-den Co., of Milwaukee, has opened an office here with W. N. Bemis in charge.

Le Sueur Center, Minn.—Jas. Jameson has succeeded J. P. Cole as agt. for the Bennett Grain Co., of Flandreau, S. D.

Elysian, Minn.—The Elysian Milling Co. will build a 6,000-bu. eltr. at Greenland siding. T. Thwing will have charge.

Bricelyn, Minn.—The farmers are organizing a company to build and operate an eltr. John D. Salley has been elected secy.

Hastings, Minn.—The Farmers Eltr. Co. has decided to rebuild its eltr. Work will be commenced as soon as arrangements can be made.

Clara City, Minn.—The Farmers Eltr. Co. has been organized. The officers are: J. Berghuis, pres.; Gust Wobschall, vice-pres.; H. U. Theessen, secy.

Hallock, Minn.—The Farmers Mill & Grain Co. incorporated, \$50,000 capital stock. Incorporators, Wm. Kelso, Edw. McVean and M. M. Lockwood.

Duluth, Minn.—The rules of the Board of Trade have been amended to make the commission rate on flaxseed $\frac{3}{4}$ c to members and $\frac{1}{4}$ c to non-members.

Beaver Creek, Minn.—The Farmers Eltr. Co. has purchased the eltr. from the Skewis Grain Co., which it has operated under lease for several months.

Buffalolake, Minn.—The Farmers Eltr. Co. has been organized and will build an eltr. The officers are: N. B. Foster, pres.; D. S. Hall, vice-pres.; F. C. Neller-moe, secy.

Lake Sarah, Minn.—The Garvin Farmers Independent Eltr. Co. incorporated, \$15,000 capital stock. Incorporators, Jas. J. Holden, Jas. Collins, John J. Furan, and others.

Duluth, Minn.—E. M. Lackore, employed by the Capital Eltr. Co., was seriously injured Mar. 23 when he was caught between a car, on which he was riding, and the eltr.

Hancock, Minn.—The eltrs. of the Duluth Eltr. Co. and the Monarch Eltr. Co. are to be moved further away from the railroad to make way for the new track which is to be laid.

Dunnell, Minn.—E. A. Cooper, who has had charge of the eltr. of A. D. Packard & Son since the firm opened its grain business here, has resigned and will engage in other business.

Triumph, Minn.—An enterprising individual at this town has contracted with the Mutual Eltr. Co. for the cobs from 4,000 bus. of corn, and will supply the community with summer fuel.

Duluth, Minn.—The Globe Eltr. Co. has let the contract for a working house of tile construction to the Barnett & Rec-

ord Co., which is building the temporary eltr. for the Peavy Concrete Annex.

Arthur, Minn.—The Farmers Eltr. Co. has been organized and will build a 75,000-bu. eltr. The officers of the company are: Chas. Viestenz, pres.; T. O. Burgum, vice-pres.; C. B. Farnham, secy. and treas.

Danube, Minn.—The Farmers Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, E. J. Gunnert, Chas. Hagedorn, F. A. Schroeder and others. The contract has been let for the erection of a 30,000-bu. eltr.

Brandon, Minn.—The Minneapolis & Northern Eltr. Co. will rebuild its eltr. which burned Mar. 8. About 21,000 bus. of grain was damaged by water and smoke. Griggs & Co., of St. Paul, has purchased for \$2,275 the grain that was left after the fire.

Eden Valley, Minn.—The eltrs. of the Atlantic Eltr. Co. and the Osborne-McMillan Eltr. Co. burned Apr. 1, with 20,000 bus. of wheat in the eltr. of the Atlantic Eltr. Co., whose eltr. was valued at \$8,000. The fire is supposed to have been started by a spark from a passing locomotive.

Duluth, Minn.—The Peavey Eltr. Co. has let the contract to the Barnett & Record Co. for the erection of the temporary working house near the site of the burned eltr. The building will cost about \$5,000 and will be built to enable the Peavey Co. to ship the grain in the large concrete annex, which since the fire has been cut off from shipping or receiving grain. The temporary house will be merely a tower with scales and as boats cannot get alongside the grain will have to be conveyed 300 ft. by belt.

St. Paul, Minn.—For want of evidence Judge Bunn of the district court was forced to deny the petition of the Minneapolis Chamber of Commerce to have the Edwards-Wood Co. declared guilty of contempt of court in using the continuous quotations of the Chamber in violation of an order not to post the figures. The Chamber claimed that the firm was using the Minneapolis quotations under the pretense that they were the market of the Superior Board of Trade. Judge Bunn said: "It is possible that the whole Superior market is a fraud, that the traders are there to make quotations rather than actual trades, that the quotations are made solely for the benefit of defendant for its use in evading the law which forbids it to acquire or use the quotations of plaintiff; but I cannot find these things on suspicion merely. There are suspicious circumstances in the case." The Chamber was granted a stay of 40 days.

MISSOURI.

St. Louis, Mo.—The Merchants Exchange has recently purchased 5 memberships at \$150.

Kansas City, Mo.—Harry A. Lehr, chief clerk here for the Harris, Scotten Co., of Chicago, died recently of pneumonia, aged 50 years.

Kansas City, Mo.—The Board of Trade contemplates establishing a transportation department of its own and withdrawing from the transportation bureau.

St. Louis, Mo.—The S. J. Quinlivan Feed Co. incorporated, \$3,500 capital stock, to deal in grain, feed and forage. Incorporators, S. J., J. R. and J. F. Quinlivan.

Armstrong, Mo.—The mill, eltrs. and warehouse of the Armstrong Mill & Eltr. Co. burned Mar. 26 with the entire stock

of grain and flour. Loss, \$18,000; insurance, \$13,000.

St. Louis, Mo.—The Merchants Exchange, at a meeting held recently, decided to continue the traffic bureau of the Exchange and pledged \$15,000 per year for its support.

St. Louis, Mo.—The firm of W. E. Knapp & Co. has been organized by W. E., R. C. and H. R. Knapp to do a receiving and shipping business in grain, hay and seeds.

Kansas City, Mo.—Geo. A. Aylsworth, secy. of the Moffatt Grain Co., was married recently to Miss Ethel Smith, of this city. They left immediately for a trip thru the south.

Kansas City, Mo.—S. M. Bird, formerly in the grain business here but for several years with the Union Grain Co. at St. Louis, intends returning to Kansas City to re-engage in the grain business.

Lee's Summit, Mo.—I have purchased the eltr. of W. H. Colbern. It is equipped with a 20-h. p. steam engine and boiler, also a sheller, cleaner and feed mill. I will remodel the house soon.—J. D. Infield, formerly Bern, Kan.

Kansas City, Mo.—The Frisco System has granted this city transit privileges on grain originating on the lines of the Rock Island in Nebraska and destined for thru shipment to Memphis and the southeast. The lowest thru rate in effect thru any gateway will be applied.

St. Louis, Mo.—The Seele Bros. Grain Co. has been organized by F. W. and W. C. Seele, to do a general grain and grain commission business, with offices at 317 Chamber of Commerce building. In connection with the grain business the firm will represent Gardner & Paddleford, of Chicago.

St. Louis, Mo.—Rebuilding of the Union Eltr. was one of the matters taken up with the C. B. & Q. R. R. by the committee of the Merchants Exchange on its recent visit to Chicago. The railroad officials have not decided upon rebuilding, but indicated that they were favorably disposed.

Butler, Mo.—The secy. of the Kansas Grain Dealers Ass'n advises that there will be a meeting of Johnson, Cass and Bates counties, Mo., and Linn, Burban and Miami counties, Kansas, held here the evening of Apr. 13. This will be the first meeting of local grain dealers held in this part of the state, and should be well attended.—M. S.

Kansas City, Mo.—John T. Brodnax, New Orleans representative of a Kansas City commission house and for many years a well known grain commission merchant, died Mar. 19 at Eutaw, Ala. Mr. Brodnax went to New Orleans about 15 years ago and engaged in the grain business, in which he continued until he retired from active business about 3 years ago because of ill health.

St. Louis, Mo.—Altho considerable experience has been had with the rule making hard wheat deliverable on contract at 3c discount both sides of this question have equally strong champions. The rule is said to have discouraged sellers of the future as well as buyers of a specific grade. With the market depressed by the delivery of hard wheat, holders of the good red wheat cannot profitably sell futures against their stock.

Kansas City, Mo.—The Missouri Eltr. of the W. T. Kemper Eltr. Co. burned Mar. 29, with 93,200 bus. of wheat, 29,500 bus. of corn, 8,500 bus. of oats and 10,300

bus. of rye. It is supposed that the fire was started by a defective electric wire. Loss, \$180,000; insurance, \$135,000. As soon as the insurance is adjusted and the debris cleared away another eltr. will be built on the site of the plant, of which nothing remains but the engine room and boiler room. This eltr. was built in 1894 and had capacity for 325,000 bus. of grain. It was purchased about 4 years ago by W. T. Kemper from the Moore Grain & Eltr. Co.

St. Louis, Mo.—John Dower, of the Brooklyn Street Eltr., who, with X. F. Stark, miller, of Springfield, composes the committee investigating the grade of wheat in store in public eltrs. when going thru the stock in the Central Eltr. B of the United Eltr. & Grain Co., refused to accept Russian red wheat as in the same class with the soft winter wheat of Missouri, declaring it had not the milling value of No. 2 red. Mr. Stark and the chief of the state inspection department ruled that the Russian variety shud be accepted under the decision of the courts. Mr. Dower thereupon resigned.

Kansas City, Mo.—Revelations of the incompetence of the political inspectors exposed at recent hearings has thrown the Missouri State Railroad & Warehouse Commissioners into a panic. Since the court decided the Commissioners could not force their weights upon private eltrs. the Commission has seen a great light, and is more willing to listen to suggestions from the grain trade and millers. At Jefferson City, Mar. 29, the Commissioners ordered a sweeping investigation into the quality and condition of all grain in public eltrs. at Kansas City and St. Louis, after having heard complaint by 15 Missouri millers that the out-inspection from eltrs. was No. 3 instead of the contract No. 2. Instead of the eltrs. being at fault the burden of responsibility rests entirely on the inspectors employed by the state, for the same grading is given to cars leaving Kansas City received direct from the country and forwarded without having passed thru eltrs. Apr. 13 the Commissioners, accompanied by representatives of the millers, will make a second inspection of the grain at St. Louis and Kansas City. The Southwest Missouri Millers Ass'n, which was to have met Apr. 5, has postponed the meeting until after its special committee shall have made a report on the grain inspection.

ST. LOUIS LETTER.

The arbitration committee of the Merchants Exchange has decided in favor of the F. W. Brockmann Commission Co. in its dispute with H. H. Hughes, of Nashville, Tenn., over a sale of grain which was made in Jan.

At the fifth annual meeting of the St. Louis Millers Club, held March 26, the following officers were elected: H. B. Sparks, Alton, Ill., pres.; H. G. Craft, vice-pres.; P. H. Litchfield, secy. and treas.

The arbitration court appointed by the Merchants Exchange to settle a claim entered by the Carlisle Grain Co., against the Southern Eltr. Co., has decided in favor of the latter. Two cars of oats, worth about \$1,000 were involved in the controversy. It was claimed by the Carlisle firm, that it sold the grain to the Southern Eltr. Co., while the latter claimed the transaction was made by the McReynolds Co.—W. H.

NEBRASKA.

Utica, Neb.—Geo. Leggett will build a 20,000-bu. eltr.

Page, Neb.—Tom Wade, of Battle Creek, contemplates building an eltr.

Saronville, Neb.—C. J. Miles has been succeeded by the Updike Grain Co.

Deshler, Neb.—John Panzeran has installed an improved Hall Distributor.

Washington, Neb.—The Nye-Schneider-Fowler Co. has installed a new scale platform.

Julian, Neb.—L. L. Coryell, of Auburn, has purchased the 20,000-bu. eltr. of Jas. Peterson.

Staplehurst, Neb.—Ketels & Co. have sold their eltr. to C. M. Lemon, of Foster & Lemon, Ulysses.

Alexandria, Neb.—The Farmers Protective Grain Ass'n has installed 2 improved Hall Distributors.

Exeter, Neb.—The Updike Grain Co. is equipping its eltr. at this station with an improved Hall Distributor.

Hadar, Neb.—The farmers are organizing a company to build an eltr. Gus Lierman and Albert Spreeman are interested.

Newman Grove, Neb.—The widow of Thos. Ostergard has sold her half interest in the Nye-Schneider-Fowler Co. eltr. to them.

Bancroft, Neb.—The Holmquist Grain & Lumber Co. will tear down its eltr. and replace it with a larger and more modern house.

Central City, Neb.—T. B. Hord contemplates the erection of an eltr. on the new extension of the U. P., between Central City and Stromsburg.

Benedict, Neb.—James & Harbert will overhaul their eltr. this summer. The American Society of Equity is being started here and is under good headway.—H. F. Huntington, agt. Foster Grain Co.

Omaha, Neb.—H. G. Miller, formerly secy. of the Nebraska Grain Dealers Ass'n, has taken an interest in Thresher & Fuller, of Kansas City, and will travel in Nebraska, making his headquarters here.

Central City, Neb.—The T. B. Hord Grain Co. incorporated, \$200,000 capital stock, to do a general grain business. Incorporators, T. B. Hord, S. M. Hord, Heber Hord, Geo. P. Bissell and M. Shousey.

Lushton, Neb.—The Farmers Co-operative Ass'n sold its eltr. to Nelson Bros., but inasmuch as it was bot of the Nebraska-Iowa Grain Co., who had the right of repurchase in two years, the sale may be revoked.

Benson, Neb.—The eltr. and corn cribs of Jos. McGuire were damaged by fire Mar. 27. A large quantity of coal oil was discovered to have been poured over the contents of the cribs, and other signs of incendiarism were evident. Peter Gravert will build an eltr.

Omaha, Neb.—The Trans-Mississippi Grain Co. and the Westbrook-Gibbons Grain Co. have been consolidated and henceforth will do business as the Trans-Mississippi Grain Co., which has been incorporated with \$545,000 capital stock. Incorporators, W. H. Bartlett, F. P. Frazier, G. W. Patten, C. B. Pierce, H. J. Patten, F. S. Cowgill, E. S. Westbrook, S. J. Brown and J. G. Gibbons. The new company will operate 70 country eltrs. and the terminal eltrs. at Council Bluffs, Ia., and Kearney, Neb.

Omaha, Neb.—The active members of the Grain Exchange at a meeting Mar. 30 adopted the following resolutions: That the Grain Exchange employ a secy., at a reasonable salary, to represent, care for and work exclusively for the interests of the Exchange; and that we believe it would be wise to appoint as such secy. a man thoroughly familiar with railroads, the methods and tariffs; and that the transportation committee of the Grain Exchange shall be composed of seven members to be selected from the active members of the Grain Exchange, of whom two shall be line elevator men, one independent eltr. man, three receivers or brokers, and one member of the Grain Exchange having no eltr. or receiving interests.

Lincoln, Neb.—Both the state's attorney and the attorney for the Nye-Schneider-Fowler Co. have requested the supreme court to explain its contradictory decision in the suit against the Nebraska Grain Dealers Ass'n. The Nebraska Supreme Court is gaining unenviable notoriety thru its ignorance of law. This is the same court that on Sept. 17, 1903, decided in the suit of Merrill v. Garver, that where a customer was intentionally gambling in wheat the broker who understood that the deals were legitimate could not recover margins due, whereas the decisions of all other supreme courts and of the U. S. Supreme Court, are that the plea of wagering by one party cannot void the contract when the other party intends to receive or deliver the wheat.

NEBRASKA LETTER.

Lincoln.—The Farmers Grain & Stock Co. has filed a statement with the secretary of state that as soon as it could finish up its business affairs it would cancel its charter.

Lincoln.—L. M. Pemberton, of Beatrice, has been appointed by the supreme court to be referred to hear the testimony in the case of the state against the grain dealers who were members of the Nebraska Grain Dealers Ass'n. Senator Pemberton is attending the sessions of the Kansas supreme court, and as yet has not sent any acceptance of the appointment.

Omaha.—Since the Chicago Board of Trade has denied its members the privilege of trading in puts and calls on the Milwaukee market on grain for Chicago delivery, it is predicted all the grain firms which are members of the Chicago board will return to trading in Chicago bids and offers. W. C. Sunderland began dealing in Chicago privileges a few days ago, and is the third one so engaged.

Omaha.—The resignation of Secy. A. H. Merchant has brought a state of disquietude in the Omaha Grain Exchange. The majority of the active members of the exchange, those really engaged in the grain trade, have held several meetings at the call of J. H. Hamilton, chairman of the grain committee, and have passed resolutions against the proposed merging of the transportation interests of the exchange with those of the Omaha Commercial Club.

The majority of the stockholders of the exchange are jobbers and professional men, and the grain men do not control the organization. It is said the board of directors has already practically decided on combining interests with the Commercial Club under one transportation manager, provided the club is willing. Several of the board of directors of the exchange are influential members of the club. What attitude they will take toward the active members of the exchange has not been made public. Pres. Wattles

is on his way home from California to help the board in selecting a new secy.—R. A. M.

NEW ENGLAND.

New Milford, Conn.—Ackley, Hatch & March are building an eltr.

Worcester, Mass.—C. W. Bowker will build a 60x102-ft. eltr. The house will be of brick and steel construction.

Boston, Mass.—Senator Logan has reported to the judiciary committee a bill to prohibit bucket-shops. The penalty for conducting a bucket-shop is \$1,000 to \$3,000 fine, or imprisonment for not more than one year.

Boston, Mass.—Allen P. Aldrich, of the grain commission firm of Aldrich & Son, died Mar. 20 at his home in Lynn, aged 75 years. Mr. Aldrich has been associated with the grain trade since 1865, when he began as a salesman for Davis & Crosby.

Springfield, Mass.—John W. Wilder, one of the oldest grain dealers in Springfield, died Mar. 29 after 3 weeks illness, aged 62 years. Mr. Wilder has been engaged in the grain business here for 35 years, and was formerly connected with the firm of Wilder & Puffer, which was dissolved in 1894, after which he continued the business in his own name.

BOSTON LETTER.

Clearances of grain from Boston to foreign ports during the past week amounted to about 300,000 bu. of wheat, 250,000 bu. of corn and 25,000 bu. barley.

C. H. Cox, of Haverhill, has recently sold out his grain business to J. O. Ellison & Co. Changes in railroad arrangements rendered this desirable.

The roads, especially in northern New England, have been in bad condition but are gradually clearing up, and the influx of spring and summer travel will soon be upon us, causing largely increased feeding requirements.

The Boston & Maine R. R. is doing good work with the corn drier recently erected in connection with the new Mystic Eltr. It has a drying capacity of 24,000 bu. per 24 hours for damp corn, and excellent results are being obtained.

The prospects are bright for a good demand for corn and oats in New England during the spring and summer months. The large stocks previously carried in transit have been gradually reduced. The consumption is steadily going on.

Boston Chamber of Commerce memberships are quoted at \$225. They have recently been in good demand and there are only a few for sale. There is a gratuity of \$2,500 in connection with the membership, and the annual gratuity assessment in recent years has not averaged over \$50.—R. D.

NEW YORK.

New York, N. Y.—The Hay & Grain Dealers Ass'n of New York now has 36 members.

Buffalo, N. Y.—Chas. Wolverton, formerly secy. and treas. of the Buffalo Cereal Co., is now with the Buffalo Grain Co.

Brooklyn, N. Y.—The Columbia Eltr. at the foot of Pacific street is being torn down, which leaves but 2 eltrs. on the water front.

Buffalo, N. Y.—The firm which has been operating the Eldad Eltr. has been dissolved. It was composed of L. Scott and Geo. C. Sweet.

New York, N. Y.—Negotiations for the lease of floor space on the Produce Exchange to the Consolidated Exchange have been abandoned.

New York, N. Y.—The Metal Flake & Grain Co. incorporated, \$15,000 capital stock. The directors are: L. B. Blankman, E. K. Cowing and R. B. Cowing, Jr.

Buffalo, N. Y.—The Corn Exchange has appointed John D. Shanahan chief grain inspector and weighmaster, continuing the work he has been doing for the Chamber of Commerce for so many years.

Buffalo, N. Y.—The Corn Exchange holds its annual election Apr. 10. Altho the new organization has taken possession of the trading floor, it is permitting members of the Chamber whose dues are paid to appear on 'Change.

Buffalo, N. Y.—The American Malting Co. has let the contract for the engine house of its new \$1,000,000 plant to Jas. Stewart & Co. About 1,800 h. p. will be used, operated by electricity. The new plant is to be completed about Oct. 1.

Buffalo, N. Y.—The steamer C. C. Hand was short 20,000 bus. when unloaded recently. Part of the cargo was thrown overboard last fall on the way to this port; and 2,000 bus. of the oats were wet in this harbor by the bursting of a pipe.

Buffalo, N. Y.—The Lackawanna Mill & Eltr. Co. incorporated, \$50,000 capital stock, to do a grain storage and eltr. business and manufacture flour, etc. Incorporators, Millard P. Ryley, Buffalo, Henry Russell, Albany, and Clarence T. Birkett, Penn Yan.

BUFFALO LETTER.

Pres. Kennedy of the Corn Exchange is back from California ready for the season's business. The new Corn Exchange blackboard is nearly up and will be in use soon.

Spring wheat is getting to be so scarce that it is feared the millers will run out of it, as they certainly will more or less if the ice keeps Lake Superior closed long or there is difficulty with the labor unions on the lakes.

If the spring wheat should give out before the Duluth fleet is in it will be the third spring that there has been difficulty in that trade, once there was a strike and once the ice in the harbor held the loaded vessels too long.

A big force of men is at work on the new eltr. of the American Malting Co. and it is beginning to rise from its foundations, that were put in some time ago. The plan is to get it ready for filling before the close of navigation.

State winter wheat is scarce mainly because the farmers do not care to sell it at present prices, though they have remained up to about the figure of a month or more ago. So the state millers have not quite the control of the market that they expected.

The eltr. mgrs. are about all home now, but the season pool is not forming very rapidly, for the shares of the old members will have to be much reduced if the Kellogg is included. A meeting was held and it was decided to continue the old pool for the present.

There seems to be no hitch in sight regarding the grain scopers or the superintending of the handling, so it appears that the elevation work will be taken up where it was left last fall regularly. There really has been so much of that sort of work done all winter that it seemed like a continuous open season. Only a few days did the ice make any trouble.

Buffalo, N. Y.—John D. Shanahan has resigned from the Wisconsin Grain & Warehouse Commission, finding that it interfered with his work as chief grain inspector of the Buffalo Chamber of Commerce. His assistant, Byron Kimball, who has been in the business a long time, is proposed as his successor, the Governor of New York joining in the recommendation.

Some union men refusing to work with non-union men on the new Chamber of Commerce building have made trouble. It is arranged not to make many changes in the old building till the new one is ready to use. There will be four electric elevators in the new part and the two in the old part will be rebuilt on the same plan. When the accident happened last summer there was demand for plungers, but they are called too expensive and not absolutely safe either.

Spring opens with so many uncertainties in the grain trade that dealers are afraid to proceed in any direction. There is plenty of corn and oats, but wheat is as puzzling as ever. Winter wheat is offered only in the most sparing amounts and at prices that makes it very hard to sell it. There seems to be no hope of a wheat trade here till the new crop is in.

The canal boatmen express satisfaction over the outlook, but they have given up all idea of an early opening. Possibly, though, there will be a supply of grain from them still by May. There is complaint that the roads are to blame for so little grain coming here by not reducing the at-and-east rate here, that is, the rate on grain east by rail that comes here by lake.

The grain wintered afloat is practically all in eltr. The season has been a very successful one from that standpoint, but the large amount of grain and flaxseed held afloat has cut down the business of the eltrs. and the turn of matters in the fall cut out some grain that was expected to be taken. For this reason, though the harbor as a whole did a big business during the winter the eltr. owners are not satisfied, only a few making much money.—J. C.

NORTH DAKOTA.

Sherwood, N. D.—The Farmers Eltr. Co. will be incorporated.

Steele, N. D.—The Great Western Eltr. Co. will build a 40,000-bu. eltr.

Onemee, N. D.—The St. Anthony & Dakota Eltr. Co. intends to build an eltr. here.

Kempton, N. D.—The National Eltr. Co. eltr. was burned early on the morning of Apr. 3.

Minot, N. D.—The Farmers Eltr. Co. has contracted with John Lund & Co. for a 20,000-bu. eltr.

Sawyer, N. D.—The Sawyer Eltr. Co. has been organized by farmers and an eltr. will be built.

Hannaford, N. D.—The Farmers Eltr. Co. has let contract to John Lund & Co. for a cribbed eltr.

Hensel, N. D.—McCabe Bros. of Duluth, have contracted with L. O. Hickok for a 30,000-bu. eltr.

Blanchard, N. D.—The eltr. of D. C. Smith will be taken apart and rebuilt on Mr. Smith's farm.

Lidgerwood, N. D.—The Farmers Eltr. Co. has been organized and proposes to build a 35,000-bu. eltr.

The St. Anthony & Dakota Eltr. Co. is

building residences for its agts. in several towns of North Dakota.

Sykeston, N. D.—O. H. Fosmo, of Dazey, has succeeded Chas. Stewart as agt. for the Monarch Eltr. Co.

Cooperstown, N. D.—Chas. Patterson, of McHenry, is the new grain buyer for the Monarch Eltr. Co. at this point.

Bathgate, N. D.—The Thorpe Eltr. Co. is tearing down the annex to its eltr. and will remove it to some town further west.

Carrington, N. D.—We have bot out the Gribbin-Alair Grain Co. here at Carrington.—Fred Beier, mgr. Hammer-Halvorson-Beier Eltr. Co.

Windsor, N. D.—The Powers Eltr. Co. will tear down its present eltr. and erect on the site a larger house, with capacity nearly double that at present.

Tunbridge, N. D.—The Farmers Eltr. Co. incorporated, \$25,000 capital stock. Incorporators, Louis A. Larson, Iver Acker, Hans Ljion and others.

Bottineau, N. D.—A carload of flax was badly drenched recently during a fire at the eltr. of the Imperial Eltr. Co. Little damage was done to the building.

Barton, N. D.—The Barton Co-operative Farmers Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, Geo. H. Gilmore, Arthur Moffet and Peter Olson.

Tyler, N. D.—The Farmers Eltr. Co. has been organized with \$10,000 capital and intends to build an eltr. J. W. Connolly, J. Tribke and R. H. Myers are interested.

Page, N. D.—E. A. Ellingson has let contract to John Lund & Co. for an eltr. on the N. P. R. R. extension. He will build four others as soon as sites are granted.

Fargo, N. D.—The Occident Eltr. Co. has increased its capital from \$50,000 to \$100,000. The Russell-Miller Milling Co. has increased its capital stock from \$350,000 to \$750,000.

Manes, N. D.—The Chas. Barta Eltr. Co. has rented the eltrs. of Swanston & Co. at Mapes, Mohall, Niagara and Keith. S. Nason is agt. at Mohall and Frank Tomkins at Niagara.

Eldridge, N. D.—The Occident Eltr. Co. is shipping out all the grain in its eltr. here and will make needed repairs which were occasioned by the overloading of the house last fall.

Garrison, N. D.—The McLean County Farmers Eltr. Co. recently incorporated, will build 5 eltrs. this season. It is expected that houses will be erected here and at Coleharbor and at 3 towns on the new Soo extension.

Spiritwood, N. D.—J. H. Doty, of Courtland, Minn., and W. H. Rounseville, of St. Peter, Minn., have let the contract to G. T. Honstain for a 50,000-bu. eltr. here. It will have two legs, a No. 4 Monitor Scourer, a Monitor Flax Separator and a 15-h. p. Fairbanks-Morse Gasoline Engine, a Fairbanks Hopper and a Fairbanks 6-ton Dump Scale.

OHIO.

Melvin, O.—W. E. Early has succeeded H. C. Johnson.

Weston, O.—O. E. Long has succeeded the Wayne Grain & Milling Co.

Mt. Blanchard, O.—I have sold out my lumber business in Alabama and intend to engage in the grain business here.—W. L. Bristol.

Delphos, O.—Ireton Bros. & Eikenbary,

of Van Wert, have sold their eltr. here to Burkholder & Jadkins, who take possession May 1.—E. L. Odeweller, Ottoville.

Cincinnati, O.—The Odell Grain & Stock Co. has been ordered to appear in the U. S. Court to answer the charge of contempt, thru having violated the order of court not to use the quotations of the Chicago Board of Trade.

Versailles, O.—Gephart & Hile have dissolved partnership, Mr. Gephart buying the interest of Mr. Hile in the eltrs. at Versailles and Russia. The Versailles Grain Co. has been organized by Mr. Gephart, Mr. Manier and others, with J. F. Gephart as mgr.—Versailles Grain Co.

Middletown, O.—The eltr. of the Schmidt Grain Co. burned Mar. 29 with \$3,500 worth of grain. Loss, \$10,000; insurance, \$6,000. The eltr. was owned by Henry Schmidt, of Cincinnati. It is rumored that the fire was of incendiary origin, as there was no fire in the building.

Sidney, O.—J. E. Wells & Co. will move their track buying business from Quincy to Sidney some time during May, the firm believing that its increasing track business can be handled more successfully from here. W. H. Persinger will have charge of this business. E. T. Custenborder has charge of the eltr.

Toledo, O.—Recent arrivals of grain here show that the cars had previously been loaded with salvage grain, the smell of which was so thoroughly absorbed by the later loadings as to cause what otherwise would have graded well to be graded low. Examine your cars before loading, not only for smells but for leaks and bad places.—*Daily Market Report*.

Cincinnati, O.—An involuntary petition in bankruptcy has been brot against Harry J. Borgman & Co. by the Early & Daniels Co., the Union Grain & Hay Co., the Gale Bros. Co. and the Cincinnati Grain Co. The firm is charged with being insolvent and having committed an act of bankruptcy in assigning to Frank J. Dorger a short time before the filing of the petition in bankruptcy. The liabilities of the firm at the time of assignment were estimated at about \$12,000 with \$2,000 assets.

Columbus, O.—The senate on the afternoon of Mar. 29 passed the Wertz bill for a state railroad commission of 3 members to be appointed by the governor. The bill gives the commission power "to enforce reasonable regulations for furnishing cars to shippers and for the loading and unloading thereof." On complaint the commission shall have power to fix rates to be substituted for those found to be unreasonable, the new rates to take effect 30 days after notice. The carrier is given 60 days in which to bring suit to have the fixed rate set aside. Violation of this law by the railroad subjects it to paying damages to the persons injured in the amount of treble his loss. Carriers granting and persons accepting rebates are punishable by fine as guilty of a misdemeanor. The act will go into effect Apr. 14. The passage of the bill has entailed a great deal of hard work upon the representatives of the shippers and long will be remembered as a tribute to their energy and persistency in the face of discouraging opposition. The credit is due to the shippers organizations and their present officers.

OKLAHOMA

Glencoe, Okla.—C. F. Baggett & Co. have succeeded Williams & Baggett.

Oklahoma City, Okla.—Burton House, mgr. of the Oklahoma City Milling Co., was recently elected an alderman of this city. He will have to put on flesh if he holds his job.

Waynoka, Okla.—The Waynoka Grain & Coal Co. incorporated, \$5,000 capital stock. Incorporators, L. J. and D. R. Johnston, J. A. Green, E. W. Shoemaker and others.

Sayre, Okla.—The Sayre Mill & Eltr. Co. incorporated, \$50,000 capital stock. The directors are: Davenport B. Richardson and L. M. Pratt, of Sayre, and W. C. Richardson, of Elk City.

Gotebo, Okla.—The Farmers Union Gin, Mill & Eltr. Co. incorporated, \$10,000 capital stock. Incorporators, J. E. McDonald, of Cloud Chief, F. D. Lee, of Gotebo, T. W. Harper, of Komalty, and others.

El Reno, Okla.—The Oklahoma Mill & Eltr. Co. incorporated, \$100,000 capital stock, to erect and operate grain eltrs. and mills at El Reno. Incorporators, Herman and Henry S. Schafer, El Reno, and J. W. Maney, of Oklahoma City.

Yukon, Okla.—J. W. Krudle, of the Yukon Mill & Eltr. Co., made a trip recently to South McAlester in a vain attempt to get coal to run the plant. Mr. Krudle says: "There seems to be coal at South McAlester for sale, but apparently the only way I can get it home is to pack it in my trunk and ship it as baggage. If I buy it and load it on cars the railroads will confiscate it."

OREGON.

Salem, Ore.—L. A. Byrd has purchased the interest of O. G. Savage in the firm of Savage & Fletcher.

PENNSYLVANIA.

Pittsburg, Pa.—W. N. Gordon, N. Morton, C. Keilner, John Johnson and A. H. Sunshine have been appointed a committee to report on the requirements of the pure feed law.

Philadelphia, Pa.—Four members of the Commercial Exchange, Robert McKnight, P. K. Daly, John F. Jones, and Dunwoody Bros., were arraigned before a magistrate Mar. 22 on the charge of having violated the pure feed law and were held for trial in \$500 bail. The prosecution is being conducted by the state dept. of agri.

PHILADELPHIA LETTER.

Mill feed is holding firm under light supplies and fair trading.

Choice timothy hay is not plentiful and prices are firm, with a good demand; under grades are mostly on sale.

Milton Shive, a well known grain broker, is on the sick list, and has been absent from the Bourse for more than a week.

The names of a number of new members have been posted on the notice board of the Commercial Exchange and their election will follow later.

Corn was steady under moderate holdings with local trading rather light. Export bids as a general thing were based too low for desirable working.

Director James Hancock, of the Commercial Exchange, was given a rousing reception when he made his first appearance after his return from Europe.

The opening of the lake navigation

and the mild spring weather of the past week is looked upon with considerable favor for an improvement in all lines of the grain trade.

The wheat market with few exceptions has been ruling weak in touch with outside conditions. Offerings continue light and values are keeping fairly steady. Milling inquiry is not liberal and export orders are few.

Oats made an advance in prices, owing to limited offerings, the market ruling $\frac{1}{2}$ c higher. The choicest qualities were under a fair local demand, but export inquiry was somewhat moderate.—S. R. E.

SOUTH DAKOTA.

Labolt, S. D.—The farmers are organizing a company to build an eltr.

Tripp, S. D.—A. A. Truax has let contract for a 30,000-bu. eltr. to L. O. Hickok.

Warner, S. D.—A farmers' eltr. company is being organized. N. M. Morgan is interested.

Henry, S. D.—The Farmers Union Eltr. Co. has been organized and intends building an eltr.

Fairview, S. D.—The Farmers Co-operative Grain Co. incorporated, \$10,000 capital stock.

Geddes, S. D.—Strohbean & King have secured a site and expect to build an eltr. this spring.

Delmont, S. D.—The farmers are organizing a company and will either build or buy an eltr.

Carthage, S. D.—J. T. Scroggs, of Beresford, will rebuild the eltr. which burned Mar. 15.

Frederick, S. D.—T. S. Teed, of Westport, has purchased the Sykes Eltr. and will soon take possession.

Elkton, S. D.—Chas. Braunsman has taken charge of the eltr. for the Sleepy Eye Milling Co., of Sleepy Eye, Minn.

Willow Lake, S. D.—Guy Eddy, formerly agt. for the Northwestern Eltr. Co. at Ellendale, N. D., has been transferred to Willow Lake.

Eureka, S. D.—The Northwestern road is said to have given this city, Ellendale and other points in the state a reduction in rates on wheat thru to points east of Chicago.

Lake Preston, S. D.—The Atlas Eltr. Co. is expected to rebuild its eltr. burned Mar. 4 in time to handle the coming crop. The agt., B. H. Bertelson, lost about \$200 in personal property and accounts in the fire.

Stickney, S. D.—The new eltr. for Wait & Dana is well under way at this place. The Younglove Construction Co. has the contract. Geo. L. Chesley, of Armour, is also building an eltr.—Wait & Dana Armour.

Lebanon, S. D.—The Eagle Roller Mill Co., of New Ulm, Minn., has let the contract for the erection of a 30,000-bu. eltr. here, and also for 9 other eltrs. at different stations thruout the state, all of which will be built during this season.

Bonesteel, S. D.—Fred Chesley, of Platte, has let the contract to L. Buege for the erection of a 20,000-bu. eltr. here. The house is to be completed by June 1. F. Victor Chesley, who has had charge of the eltr. at Corsica for Geo. L. Chesley, will be transferred to Bonesteel to take charge of the new house.

Corsica, S. D.—The Farmers Co-operative Eltr. Co. has purchased for \$5,500 the eltr. of Geo. L. Chesley and will take

possession July 1. The company has elected the following officers: J. M. Plank, pres.; Fred Gruenewald, vice-pres.; O. D. Anderson, secy.; A. J. Brink, treas. L. Bosher and Wait & Dana, of Armour, will build eltrs. here.

Sioux Falls, S. D.—Reports that the car shortage is over have been received by the state railroad commissioners, and at the conclusion of the regular meeting of the board here Mar. 30 a large number of complaints of failure to supply cars were dismissed. Eltr. men are now said to be receiving all the cars needed.

SOUTHEAST.

Columbus, Ga.—The Iowa Grain & Milling Co. has brot suit against the Dan Joseph Co. to recover \$2,000 damages for alleged breach of contract.

TENNESSEE.

Memphis, Tenn.—The improvements in the eltr. of E. C. Buchanan & Co. have been nearly completed.

Memphis, Tenn.—S. T. Peace and C. W. Carver have been appointed as the merchants exchange grain committee for April.

Pulaski, Tenn.—The Pulaski Cotton & Grain Co. incorporated, \$10,000 capital stock. Incorporators, T. E. Daly, W. L. Abernathy, J. W. Crutcher, R. A. Crutcher and J. H. Ragsdale.

Clarksville, Tenn.—The Security Warehouse & Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, S. B. Luttrell, J. A. Smith, J. Y. Johnson, Geo. W. Baxter, Charlton Karns and W. S. Shields.

Clarksville, Tenn.—The Dunlop Milling Co. has let the contract for the erection of its new plant, which will consist of a 1,000-barrel mill, eltrs., warehouse, clearing house and power plant. The plant is to be in operation in time to handle the coming crop.

Nashville, Tenn.—The Atlas Milling Co. filed a petition in bankruptcy Mar. 27, and offered to surrender all its property for the benefit of its creditors. The liabilities are placed at \$52,296, with assets \$27,850. The firm is composed of A. S. Ogilvie and R. G. Shorter.

Memphis, Tenn.—Country orders are coming in rapidly, conditions are very much improved over a month ago and grain men very much pleased over the present run of business. The movement of corn toward Memphis seems to be slow and prices have advanced during the past week.—F.

Memphis, Tenn.—The Memphis Public Eltr. Co. incorporated, \$150,000 capital stock, to erect a 1,000,000-bu. eltr. and warehouse. Incorporators, H. G. Fleming, B. J. Sargeant, J. F. Flynn, J. W. Canada and L. B. McFarland. The eltr. will be built on the belt line near Kansas City Junction. The Union Railway Co. is behind the movement and it is reported that the company intends building other large eltrs. The M. P. Ry. also contemplates the erection of a warehouse.

Memphis, Tenn.—The contract for the excavating for the Central Eltr., the 100,000-bu. eltr. for T. B. Jones & Co., has been let by Fred Friedline, the contractor, to W. J. Haire, and the contract for the concrete foundation has been awarded to the Koehler & Franklin Co. Bids for furnishing the lumber will be opened Apr. 16 at Memphis. Fairbanks-Morse & Co. will furnish two 100,000-lb. hopper scales and two 6-bu. bagging scales for the new

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eltr. The Richardson Scale Co. will furnish one 6-bu. automatic sacking machine.

NASHVILLE LETTER.

Mt. Pleasant, Tenn.—The Webster-Locke Milling Co. of this place has increased its capital stock from \$10,000 to \$20,000.

Nashville.—The Nashville Grain Exchange reports the following stocks on hand: flour, 16,010 barrels; wheat, 226,750 bus.; corn, 175,150; oats, 257,920; barley, 19,700, and rye, 2,100 bus.

Nashville.—Messrs. Douglass and Rothschild have been appointed a committee to arrange for the annual meeting of the Nashville Grain Exchange. It will be in the form of a banquet at one of the local hotels, and will take place on the third Tuesday of this month.

Nashville.—A falling off in the arrivals of grain, with the good demand from south and east, has caused cash stuff to harden. The prospect for a continued demand from the south and southeast seems to be very bright, and the stocks of coarse grain here are steadily being depleted.

Nashville.—The Nashville, Chattanooga & St. Louis Railway has let contracts for the erection of a three mile spur in West Nashville, which will increase the freight facilities of that city almost double. Along the line of route will be several grain eltrs. and it is the intention of the railroad to locate several more, backed by outside capital, there.

Nashville.—A large attendance of the Grain Exchange was present on Friday to hear President Le Lanne of the National Board of Trade. Mr. Le Lanne remained in the city for a day or two and during that time was the guest of the Nashville Board of Trade. His address before the Grain Exchange was a discussion of the important place the South has taken in the financial and commercial world of the country.—R. N. C.

TEXAS.

Iowa Park, Tex.—The Hardin Grain & Eltr. Co., of Wichita Falls, is building an eltr.

Austin, Tex.—The state railroad commission will give a hearing to shippers on the abuses of freight rates on grain and grain products in Texas. Certain mills are alleged to have been billing corn chow as corn.

Plano, Tex.—Hughston Bros. and the J. S. Stark Grain Co. will repair their eltrs. The Plano Grain Co. is now doing business. J. S. Skinner will also buy grain here this season.—R. W. Coffey, mgr. J. M. Carlisle & Co.

Austin, Tex.—Effective May 12 the state railroad commission has amended rule 2 on stopping in transit by adding milomaize to the list entitled to the privilege. The milling in transit rule was amended to include kaffir corn and milo-maize.

Temple, Tex.—The grain warehouse of the A. B. Crouch Grain Co. burned Mar. 22, with several hundred bus. of corn and tons of hay. Loss, \$500 on contents and \$500 on building; insurance, \$500. The fire is thought to have been of incendiary origin.

An applicant for membership in the Texas Ass'n should be a bona fide resident of this state with an established business in grain or its products. If he should deal in grain from farmers' hands, he should have an elevator or suitable place for storage and not do a scoop shoveling business in competition with a legitimate dealer, who has his money in-

vested in a place of storage for the accommodation and efficient handling of the product of the farm.—E. E. Blocker.

Galveston, Tex.—The grain exports from Galveston during March were 204,000 bus. of wheat, 1,109,579 bus. of corn and 110,600 bus. of barley; compared with 1,134,341 bus. of corn but no wheat or barley for Mar., 1905. Exports since Sept. 1 and prior to Apr. 1 have been 3,250,323 bus. of wheat, 11,299,000 bus. of corn and 251,000 bus. of barley; compared with 32,000 bus. of wheat and 4,766,290 bus. of corn, but no barley, for the corresponding period of 1904-5, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

UTAH.

Smithfield, Utah.—G. L. Farrell is organizing a company to build an eltr. and feed mill on his ranch.

WASHINGTON.

Seattle, Wash.—The Farmers Grain & Supply Co. will build a terminal eltr. at Seattle.

Seattle, Wash.—It is said a movement is on foot to have a grain inspector for this city appointed by the Portland Chamber of Commerce.

Harrington, Wash.—The local branch of the Farmers Grain & Supply Co. contemplates the erection of a grain eltr. during the coming summer.

Tekoa, Wash.—A. Cohn, formerly with the Pacific Grain Co., of Portland, Ore., has purchased an interest in the firm Campbell, Sanford & Henley, of Portland, and the company has purchased grain warehouses at Tekoa, Latah and Waverly.

Asotin, Wash.—We will enlarge our warehouse this year to double its present capacity. At present we can store about 60,000 sacks of grain. We have no railroad here and everything is shipped by steamboat down the Snake river. We now have several thousand sacks of No. 1 wheat on hand.—Sargent & Bolick.

WISCONSIN.

Superior, Wis.—The Commander Mills Co. has let the contract to L. O. Hickok for a 30,000-bu. annex.

Ashland, Wis.—The Minnesota Farmers Exchange contemplates the erection of an eltr. here for the storage and shipment of grain.

Adell, Wis.—Chas. F. Glavin, of Milwaukee, has rented the eltr. of A. W. Finnegan. A Weinhold has been employed to buy grain.

Osceola, Wis.—The Osceola Mill & Eltr. Co. will build a large grain eltr. and warehouse this spring, to replace the house burned Jan. 27.

Grafton, Wis.—We are periodically out of the grain business, as there is little grain raised outside of what is fed to the dairy stock, this section of country going entirely into cattle and dairy products.—Mintzlauff & Behrens.

Superior, Wis.—The suit of the Globe Eltr. Co. against the Wisconsin Grain & Warehouse Commission to test the validity of the Superior grain inspection law has been heard by Judge Sanborn of the federal court at Madison. Lengthy briefs were submitted by the attorneys on both sides, and the judge will consider the arguments and give a decision about the middle of April.

Milwaukee, Wis.—The directors of the

Chamber of Commerce on Mar. 24 adopted resolutions emphatically protesting "against the action of the board of directors of the Chicago Board of Trade in recommending for adoption an amendment of the rules providing for the expulsion of members of the Chicago Board of Trade who may execute in the Milwaukee market, in accordance with the rules established and in force here, contracts for the purchase or sale of grain for future delivery. The adoption and enforcement of such an amendment, if such are possible, we regard as unjust and illegal, and a direct restraint of lawful trade." A large number of members of the Chicago Board of Trade are also members of the Chamber of Commerce; and they now are forced to decide which of the two exchanges they shall leave. Chicago men holding Milwaukee memberships are not in haste to sell their certificates in the Chamber of Commerce as the market value is only \$125. Brokers whose principal business has been the execution of orders on the Chamber of Commerce, of course must immediately dispose of the Chicago certificates or lose the \$3,000 value attached, thru expulsion. Harry Berger's attempt to have the courts enjoin the Chicago Board from acting against him has failed. Milwaukee brokers feel that the Chamber of Commerce has the advantage of Chicago in several important particulars. Puts and calls are legal in Wisconsin, not so in Illinois. The Milwaukee institution is run on a more economical basis, the one of the wealthiest in the country. Consequently Milwaukee is in position to execute orders for future delivery of grain at $\frac{1}{2}$ the rate charged at Chicago. The low price of Milwaukee memberships invites all traders to join and remove any suggestion of monopoly. It is believed that Milwaukee will continue to trade in grain stored in Chicago eltrs. regardless of the action of the Chicago Board. S. W. Tallmadge says: "The time has come for the Milwaukee Chamber to take decisive action in this matter. Milwaukee can and should stand alone, regardless of Chicago, and the action there should settle the question."

MILWAUKEE LETTER.

One effect of placing the Milwaukee Exchange upon its own footing, to "go it alone," has been a sudden influx of orders from eastern dealers who desire to put out hedges against current transactions in cash grain. Many telegrams are now received from consumers, jobbers and exporters in that section of the country, ordering purchases or sales for future delivery, who have never before patronized brokers here.

The fact that the volume of trading here holds up so well is a surprise even to the most optimistic of the local commission merchants. Applications for membership are also pouring in. That is to say, open orders for certificates at the relatively low price now ruling exceed the supply. Most of the would-be buyers are canny enough to try to get in at \$150 or less; but many will probably be willing to go quite a bit higher if they find that they cannot otherwise secure the coveted memberships.

Pres. Ellsworth, when interviewed regarding the future course of the Milwaukee Chamber of Commerce, with respect to its differences with the Chicago Board, had nothing startling to give out and was disinclined to make any predictions, but maintained an air of quiet confidence which seems to be entirely justified by the events of the past few days. In his opin-

ion the local exchange is now strong enough to stand upon an independent basis and need no longer be regarded as an "annex" of Chicago. Other officers and directors maintain the same attitude.

E. P. Bacon, who has been in Washington, recently returned as sanguine as ever that the Dolliver-Heppen bill will pass at this session; but his confidence is not shared by every one here, for it is felt that a majority of the Senators are not to be depended upon. The illustrious Spooner, for instance, who has assured the Milwaukee Chamber of Commerce every year that the proposed legislation would have his "cordial support," has come out in the open and is actively opposing it on the ground of "unconstitutionality," his favorite plea when everything else fails.

Leading firms here, such as L. Bartlett & Sons Co., J. V. Lauer & Co., Robt. Krull Com'n Co., I. H. Lowry & Co., C. A. Krause Grain Co., and others, have all done an uncommonly good business of late for this season of the year, particularly in coarse grains, and prospects for the immediate future are excellent. When navigation opens there will be a rush of grain down the lakes, if the local situation is to be taken as any criterion, such as few years have witnessed. Prices ruling here are excellent and country shippers will find it to their benefit to keep fully posted on current quotations.

Grain dealers in Des Moines and vicinity should take notice that Chas. Shackell, of this city, for the past few years a freight solicitor of the C. M. & St. P. Ry., has been appointed its commercial agt. at that place. Mr. Shackell is very popular with shippers and has turned a great deal of competitive business to his road, because of his untiring efforts to give every one a "square deal." Grain men here have found that, if they could convince Charlie of the justness of a claim either for better service or recompense because of loss, he would not let the matter rest until it had been fully rectified. The C. M. & St. P. Ry. can well afford to promote such men as fast as possible, for it means dollars

and cents to the company—on the right side of the ledger. Unpopular officials, on the contrary, always stand for loss.—C. T.

Vague Wording of Telegram Gave Buyer Right to Grade.

The Flanagan Mills & Elevator Co., of Rich Hill, Mo., bot a lot of corn of the Geo. A. Adams Grain Co., of Kansas City, Mo., under the following contract:

Kansas City, Mo., Mar. 21, 1903.

To Flanagan Mills & Ele. Co.
We confirm sale to you per phone, of 5,000 bus. No. 3 or better, Wh. Corn at 42% c. Cost and freight, Rich Hill, Mo. Rich Hill weights, official grade. Prompt shipment. Demand draft, B/L attached, via No. Pas. Ry. to Rich Hill direct from point of origin.

GEO. A. ADAMS GRAIN CO.

On arrival of the grain the Flanagan Mills & Ele. Co. wrote that two cars inspected No. 2, one No. 3, one No. 4 and one rejected, offering to "take these off-grade cars on contract at the market discount." No reply being received buyer again wrote that cars were still on track accumulating demurrage, and received the following telegram:

Kansas City, Mo., Apr. 16, 1903.
Flanagan M. & E. Co., Rich Hill, Mo.

Letter received; pay drafts; unload corn and draw on us for shortages, if any, and market difference on misgrades.

GEO. A. ADAMS GRAIN CO.

Buyer then unloaded the corn, paid the drafts and demanded the difference, and being refused brot suit in the circuit court of Jackson County. The judgment there obtained has recently been affirmed by the Kansas City Court of Appeals.

In denying the allegations of the Geo. A. Adams Grain Co. Judge Ellison said:

This defendant says that there was no misgrade in the corn according to the terms of the contract. So, then, the contest should have been confined to the question whether there was a misgrade under the terms of the contract. The contract was for official grade, and the evidence showed that a certificate of official grading was attached to each B/L.

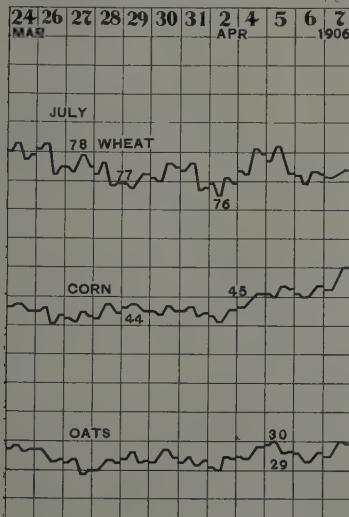
In that respect, the contract, as originally made, was fulfilled. But it seems that plaintiff considered that it had a right to inspect and grade and did so, and concluding that there was a misgrade, so informed defendant and refused to pay drafts or accept the corn. Thereupon, defendant waived the provision for official grading by acquiescing in another mode. Plaintiff stated in its letter refusing to accept the corn that it had inspected it and gave the grades specifically as to each car. We will not go so far as to say, when plaintiff gave, in detail, the condition of the corn and defendant replied by the statement that it would pay the difference, that it thereby conclusively accepted plaintiff's statement as true. But we do say that defendant waived the mode of grading as originally agreed, and left only the question whether the corn was of the quality agreed upon.

It is, however, suggested by defendant that, when it agreed to pay difference on account of misgrade, it meant that the true grade was to be ascertained by an "official grading." This, we regard as a strained and unreasonable interpretation to give to the telegram considered in connection with plaintiff's letter. So defendant contends, as stated in its answer, that there was no misgrade "according to the terms of the contract." Which must mean that there was no misgrade, since there was an official grading which was the only kind recognized and called for in the contract. But, as already stated, the only natural construction of the contract, as modified, is that such official grading was waived and the grading given by plaintiff, if correct, must be accepted as a compliance with the contract.—90 S. W. 1035.

Senator Burton's case was begun in the Supreme Court at Washington Apr. 3. To defend himself from the charge of having accepted bribes to influence the post office dept. in favor of a get-rich-quick swindle at St. Louis Burton has engaged 7 attorneys

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the July delivery at Chicago for two weeks prior to Apr. 9 are given on the chart herewith.



The Slowest Ever.—Superior Telegram.

Crop Reports

CANADA.—Winnipeg, Man.: The wheat inspections for the season have amounted to 46,890 cars, or about 50,172,300 bus., as reported by the Northwest Grain Dealers Ass'n in its bulletin issued Apr. 1. The amount in store at country points is estimated at 12,700,000 bus.; in transit, not inspected, 575,000 bus., and 400,000 bus. marketed at Winnipeg. Allowing 9,000,000 bus. for country mills, 8,500,000 for seed and 4,039,000 bus. in farmers' hands to market, the total yield was 83,386,309 bus. The estimated increase in the 1906 acreage is 13% per cent over last year, or 4,571,610 acres. About 57 1/3 per cent is plowed ready for seeding. The oats in farmers' hands ready to market are estimated at 1,450,000 bus.—Regina, Sask.: The area and total yield of the different grain crops in Sask. last year as reported by the Dept. of Agri. are: Wheat, 1,130,084 acres, 26,107,286 bus.; oats, 449,936 acres, 19,213,055 bus.; barley, 32,946 acres, 893,336 bus.; flax, 25,315 acres, 398,399 bus.; speltz, 1,282 acres, 35,328 bus.

ILLINOIS.—Ashmore: No oat seeding done yet in this locality, as ground is too wet, and no grain moving as roads are very bad. Do not look for any movement now until after oat seeding.—Lee M. Eggleston, mgr. Bartlett, Kuhn & Co.—Woodbine: Grain is about all shipped out in this locality. Crops last year were very good. Oat average about 50 bus. per acre; barley, 40 to 50 bus.; corn, about 50 bus.; no wheat raised. Corn, oats and barley are our main crops here.—D. O. Williams.

INDIANA.—Rushville: No grain now in this section. Growing wheat looking fine and a bumper crop expected. Corn moving slowly. Farmers are very busy since spring weather opened up.—C. G. Clark & Sons.—Raymond, Oxford P. O.: A large crop of wheat was sown and it looks favorable for a good crop.—Chas. L. Relghard.

INDIAN TERRITORY.—Fairland: The wheat crop looks extra good; acreage very small. Large crop of oats sown, but most farmers think oats will be poor stand, owing to extreme cold after oats were sown and sprouted. Some talk of plowing up oats and planting the ground to corn. Owing to the heavy rains the spring work is badly behind.—X. X.

KANSAS.—Wamego: Growing wheat never looked better at this time of year.—C. E. Chandler.—Ames: The wheat acreage in this vicinity is about the same as last year; condition is good. Oats will be about 75 per cent of last year. Season has been backward. From 20 to 25 per cent more corn will be planted here than last year.—Wm. Augustine.—Anthony: The prospect for wheat and oats is very flattering at this time; the stand is perfect; acreage increased about 20 per cent and plenty of moisture. We have no doubt the coming wheat crop will break all records in Kansas.—W. W. Miller & Sons.—Alton: Wheat acreage 90 per cent of last year. Condition fair, but plant not far enough advanced to justify a prediction of yield. Weather favorable for the past month.—H. S. Woodard.—Windom: The high winds which we had during the first of March did not damage the wheat very much. The ground is thoroughly soaked and the wheat is looking much better than it did last year at this time. Oat sowing is delayed on account of wet weather. Those who sowed oats early will have to sow again.—E. Ellwood, Jr., agt. Kansas Grain Co.—Zenith: We have fine prospects for a wheat crop this season. Are having an abundance of rain and farmers are very hopeful of a crop. Old crop about all marketed, only about 10 per cent still in farmers' hands.—J. Z. Ramsay, agt. Kansas Grain Co.

KENTUCKY.—Lexington: The wheat crop in this section is looking well and we are looking for a good average yield. The fallow ground, that was sown early, is very forward and some farmers are grazing for fear of straw falling. The corn ground wheat is not so forward, as it was sown late, but it looks healthy and vigorous. We look forward to a fine harvest.—Logan Bros. & Haggins.—Frankfort: The wheat condition is 98, compared with a 50 year average, reported the Commission of Agri. in his bulletin issued Apr. 6. The early sown and wheat on uplands look very fine. The condition in March was 96, against 98 last Dec. Last year at this time the condition was 90, against 85 in

March; went up to 91 in June and down to 86 in July.

MINNESOTA.—Brandon: The weather in this vicinity is still very cold and unless we have a sudden change no seeding will be done for 2 weeks yet.—Geo. A. Beernink, agt. Andrews & Gage.—Brandon: Seeding will be general in about a week; ground in good condition for seeding. About 80,000 bus. of wheat are still in farmers' hands and about 10,000 bus. of flax.—A. C. Paulson, agt. Minneapolis & Northern Eltr. Co.

MISSOURI.—Rutledge: The farmers are all talking of putting out an unusually good acreage of oats and corn. Not much wheat in this section of the state. I am going to try to induce farmers to plant more corn, as the prevailing prices are quite an inducement to them.—Frank M. Smith, of the Rutledge Eltr. Co.—Columbus: Continuous cold made the month of March very disagreeable. Last year at this time 79 per cent of the oats were sown and 1/4 the corn land broken. To-day less than 4 per cent of the oat crop has been sown and not a furrow has been broken. Ten or 12 days of the best weather will be required before anything can be done. These conditions will materially affect the acreage of oats sown and rush corn planting to such an extent that many fields will not be thoroughly prepared. The condition of wheat is good, considering the late sowing and the open winter. Most damage was done by heaving before March 1, but since a great deal of snow has been on the ground, affording protection. Some, however, on low, flat ground has been damaged by water.—Geo. B. Ellis, secy. Board of Agri.

NEBRASKA.—Belgrade: The prospects for winter wheat are generally fine; ground wet. Roads bad on account of recent rain and snow fall. Frost is nearly out of ground; plowing for oats will begin in a few days.—Agt. Omaha Eltr. Co.

OHIO.—Ottoville: Wheat in this section is looking fine. Spring plowing almost all done. Oat sowing progressing under favorable conditions. Corn about all sold and shipped.—E. L. Dewellier.—Columbus: The last report on wheat conditions issued by the Department of Agri. Dec. 1, 1905, estimated the condition of the growing plant at 98 per cent, compared with an average. During a greater part of the past winter the plant had little or no snow protection, but as the weather was unusually mild, with sufficient moisture, no material damage resulted from this exposure. Wheat, generally, was sown early, under most favorable conditions, and before the setting in of winter it had attained strong growth, being well set and firmly rooted. There were a few days of severe weather during the month of December, and reports from some of the northern counties of the state indicated that the plant had been badly frozen at that time. Later reports, however, prove that the damage reported did not affect the vitality of the plant. There were frequent rainfalls during January, but as the weather was mild there was no upheaval of the roots by alternate thawing and freezing. March was the most severe month of the winter, but as the plant was covered with a heavy blanket of snow during this cold spell, it has come from under the snow covering in most excellent condition, its prospect Apr. 1 being estimated at 101 per cent, compared with an average. This high average condition is very uniform over the state, as but ten counties report wheat prospects at less than 98 per cent. A few correspondents report the plant as thin on the ground, due to poor seed and the dry condition of the soil at seeding time. While present prospects are most encouraging, in anticipating the total product of the wheat crop for the state, due consideration must be given the short acreage seeded for this year's harvest. This area is estimated at 1,866,467 acres, the lowest acreage sown for a number of years. No definite reason is known for the small acreage seeded, as with the excellent average per acre produced last year it was thought the wheat area this year would show a marked increase. Correspondents in many localities attribute the short acreage to inability last fall to prepare corn ground in time for wheat, and the wet weather conditions which prevailed late in the fall. Even under most excellent conditions Ohio's wheat crop this year will necessarily be short of some of the heavy crops Ohio has and can produce. Not since 1899 have we produced a wheat crop of forty million bushels or more, and if this figure is to be reached again there must be an increase in the wheat area. The proportion of the wheat crop of 1905 still in producers' hands Apr. 1 is estimated at 18 per cent. Winter barley and rye show the same thriving conditions as wheat, being report-

ed at 89 per cent and 98 per cent, respectively. Corn in the crib is in good condition, with very little complaint of mold. Corn was generally cribbed in excellent condition last fall, being well dried out. But a small amount of corn remained in the fields over winter, as the open weather permitted husking most of the crop.—M. W. Miller, secy. Dept. of Agr.

OKLAHOMA.—Helena: The growing wheat never looked better. The acreage is about 5 per cent more this year than last and it looks 25 per cent better than it did at this time last year.—W. A. Berrian, pres. Helena Milling Co.—Lawton: A banner grain season is practically assured by the favorable weather conditions, having had plenty of rain preceded by a mild winter. Our mgr. at Altus advises us that if nothing happens to the oats and wheat, from now on, they will market from that point alone 2,500 cars of grain. This would be the largest amount ever marketed from that point any season.—M. W. Miller, secy. Dept. of Agr.

—SOUTH DAKOTA.—Geddes: No wheat

sown here yet; bids fair to be a late spring, as corn fields are still full of snow. The crop acreage will be increased about 25 per cent this year.—W. T. Morton, of Morton & Chesley.—White: Seeding has begun here and is now in full blast. Ground is in fine condition, as we have had very little snow this winter. Two bus. of macaroni wheat will be sown to one of

spring wheat this year. Not much grain left to be marketed.—L. P. Barge, mgr. Farmers Eltr.—Groton: Seeding is now under way in this vicinity and wheat receipts will be very light until it is completed. It is too early to say anything in regard to crops. Considerable macaroni wheat will be seeded.—Groton Milling Co.

TENNESSEE.—Nashville: The first bulletin of the year will be issued by Commissioner Oglevie about Apr. 25, and unless there should be adverse weather conditions before then, it is believed that the crops of the state will be shown to be exceptionally good.—R. N. C.

TEXAS.—Moody: The wheat acreage is about 30 per cent short of the average; condition good. Oat crop about 1 per cent short. Condition splendid; best in years. Crop will commence to stem in a few days. Good season in ground.—Chas. Howard, of Staton & Howard.—Collinsville: Wheat and oats around Collinsville are showing up a fine prospect. Many are late with their corn planting owing to the heavy rains of the last 3 months.—H. W. Aldo.—Richardson: The grain in this section looks fine. No prospects of green bug nor insects to date. We are having a little too much rain. The wheat crop is as large or larger than usual, but the oat crop is decreased, say 20 per cent. With favorable weather for the next 60 days we will have a bountiful grain harvest in Dallas county this year.—J. B. Stansell, of J. B. Stansell & Bro.—Plano: Grain is looking fine.—R. W. Coffey, mgr. J. M. Carlisle & Co.

GOVERNMENT CROP REPORT.

Washington, D. C., Apr. 10.—The crop estimating board of the Dept. of Agri. estimates the condition of winter wheat on Apr. 1 to have been 89.1 per cent; compared with 94.1 on Dec. 1, 91.6 a year ago, and a 10-year average of 84.1.

The condition of rye is estimated at 90.9 per cent on Apr. 1, compared with 92.1 a year ago and a 10-year average of 88.4.

In the principal winter wheat states the condition Apr. 1 this year and Apr. 1 last year was as follows: Kansas, 85 and 92; Missouri, 85 and 91; Nebraska, 91 and 95; California, 91 and 100; Indiana, 92 and 92; Illinois, 91 and 90; Ohio, 93 and 89; Pennsylvania, 91 and 92; Oklahoma, 90 and 88; Texas, 91 and 92; and Michigan, 92 and 94.

The Temple Pump Co., of Chicago, Ill., has registered the words "Master Workman" as a trademark for gas or oil engines.

A lively interest in wheat is likely to develop in a short time. It is none too early to consider some things that enter into price-making. The price is low and has been well shaken down: there are not many weak holders left. There is a large confident short interest that cannot go much further without being snared. I advise all who wish to exercise bull propensities in the Chicago wheat market to continue purchases strictly to the May contracts.—E. W. Wagner.

Supply Trade

Guy Henderson, formerly gen'l sales agt. for Kingsland-Kay-Cook Mfg. Co. of St. Louis, is now with Skillen & Richards Mfg. Co., Chicago.

The N. P. Bowsher Co., of South Bend, Ind., has been installing additional wood-working machinery and enlarging the blacksmith shop and fitting room.

The Invincible Grain Cleaner Co., of Silver Creek, N. Y., reports that orders received so far indicate that 1906 will show a record volume of business.

H. A. Barnard of the Barnard & Leas Mfg. Co., Moline, Ill., is seriously ill of paralysis, following a stroke suffered while in Florida during the winter.

The James Supply Co. has been incorporated at Chattanooga, Tenn., to succeed the C. E. James Co., dealers in railway, mill supplies and machinery.

The Barnett & Record Co., of Minneapolis, Minn., has been awarded the contract to build the West Fork docks of the Grand Trunk Pacific Ry. at Fort William, Ont.

The Mecklenburg Gas & Gasoline Engine Co. has been formed at South Bend, Ind., by Clement Weis and A. C. Mecklenburg, to manufacture gasoline engines and engine repairs.

The Moline Scale Co. has been acquired by the E. & T. Fairbanks & Co. The offices have been removed to Chicago, while the shops at Moline, Ill., have been named the Moline Scale Factory.

Testimony in the suit of the Ben Steele Weigher Mfg. Co. against the Hart Weigher Co., both of Peoria, Ill., is being heard by a master in chancery. Infringement of Steele's patent on a grain weigher is alleged.

The Olds Gas Power Co. of Lansing, Mich., has appointed the following local agents: W. C. Hering, Mansfield, O.; Wattles & Strong, Battle Creek, Mich.; J. E. Davis, Allegan, Mich.; and Burroughs & Blake, Galesburg, Mich.

The J. Thompson & Sons Mfg. Co. of Beloit, Wis., is doing a fine business in its gasoline engine department. A large number of inquiries are being received regarding the new automatic cut-off tandem gas producer engine made by the company.

Builders and machinery supply men of the Northwest are agreed that present prospects indicate the building of more country elevators this season than last and if price cutters will only go broke early in the season those who place a fair value on their services will make a living.

Grain dealers who do not subscribe for and read the trade journals devoted to their business interests are seldom progressive enuf to buy improved machinery, hence it is reasonable to estimate that circulars are seldom read by them. They have no desire to possess the best facilities.

Every experienced business man knows that a little advertising is a dangerous thing. It is too expensive; it doesn't pay, because it makes no impression on the public. The victims of one insertion are numerous, and, because the public could not be influenced by one little notice, they conclude that advertising doesn't pay and

that it is a waste of money. Persistent advertising is the only means of getting your goods before the entire trade.

The C. O. Bartlett & Snow Co. of Cleveland, O., has just issued Bulletin No. 17, an 8-page pamphlet, illustrating and describing the rotary driers made by that company for direct and indirect heat, together with a list of the names of 72 large manufacturing companies using these driers. A copy of the pamphlet will be mailed to readers of the Grain Dealers Journal without charge on application to the company.

On account of the high prices of lumber several grain men have already deferred intended building and signified their intentions to get along with their present equipment until lumber prices decline or until they can get plans prepared for all concrete construction. Architect Fred Friedline is now preparing plans for an all concrete country elevator for McCray, Morrison & Co. and has also prepared plans of concrete storage tanks for the Carr Milling Co. of Hamilton, O.

The New Era Gas Engine Co. of Dayton, O., has sold the Little Giant Gasoline Engine for 6 years in one size only, 5 h.p. horizontal; but has found the style of engine so successful that a full line of Little Giants from 1½ to 20 h.p. has been placed on sale to meet the demand for a wider range of sizes than first anticipated. The company writes. "We will continue to build the New Era Gasoline Engine in sizes from 8 to 125 h.p. to supply the

wants of those who desire a first-class high grade gas and gasoline engine."

The Taylor Belting Co. of Indianapolis, Ind., writes, "Leather belting has advanced about 15 or 20 per cent and cotton belting about 20 per cent, rubber belting remaining about the same price as last year. The grain dealers, especially the elevator men, have not had a very good fall trade, and claim that they have not made any money handling grain. For this reason we do not expect a very active demand for belting from the elevator men for the next four or five months."

New Elevator at Sloan, Iowa.

One of the most substantial of the new elevators in Iowa is that just completed at Sloan, Ia., for the Sloan Cereal Co., by the Younglove Construction Co., and shown in the engraving herewith.

The elevator has a capacity of 40,000 bus. and cost \$9,500.

The house is 32x36 ft. and contains 10 bins, cribbed 42 ft. over a 6-ft. full work floor. Its equipment consists of one stand of elevators for 14-in. cups and one stand for 11-in. cups; a No. 2 sheller; No. 95 special cleaner; No. 3 corn cleaner; man lift furnished by the Sidney Elevator Mfg. Co.; car puller and 800-bu. hopper scale.

Power is supplied by a 25-h.p. Leffel steam engine and contained in a brick engine house 20x24 ft. All drives are controlled by friction clutches.



New Elevator of the Sloan Cereal Co., at Sloan, Iowa.

Supreme Court Decisions

The meaning of the term f. o. b. has been defined in 18 decisions of the U. S. Supreme Court and the Supreme Courts of 8 states, and they have not all agreed.

A vessel owner who receives goods in good condition, as evidenced by the B/L, and delivers them damaged, has the burden of proof to establish that the damage arose from an excepted risk.—*The Presque Isle, District Court, W. D. New York*. 140 Fed. 202.

A mortgage on crops to be raised on the mortgagor's lands during a specified year and "each succeeding year," and duly recorded in the county in which the mortgagor resides and where the crops are to be raised, is valid.—*Winston v. Farrow*. Supreme Court of Alabama. 40 South. 53.

Where parties to a contract submitted their differences to arbitration, they were bound by an award within the scope of the submission, notwithstanding mistakes of the arbitrator as to questions of law or fact.—*Phaneuf v. Corey*. Supreme Judicial Court of Massachusetts, Middlesex. 76 N. E. 718.

As a general rule, goods consigned to a factor for sale are to be sold in the market to which they are shipped and where the factor transacts his business, and the factor has no implied authority to reship the goods to another market.—*Weidner v. Olivet*. Supreme Court of New York. 96 N. Y. Supp. 37.

Where a warehouseman refused to deliver goods to the depositor because they had been attached by a third person, it was a good defense to an action for conversion, and not merely a ground for a continuance of action.—*Cornell v. Mahoney*. Supreme Judicial Court of Massachusetts, Suffolk. 76 N. E. 664.

Before a member of a voluntary association can be deprived of his membership he must have notice of any charges against him, with an opportunity to be heard in his own defense before an impartial tribunal.—*Williamson v. Randolph, pres. Consolidated Exchange*. Supreme Court of New York. 96 N. Y. Supp. 644.

In an action against a railroad for destruction of property by fire communicated from a locomotive, the burden of proving contributory negligence rests upon defendant, unless such negligence appears by plaintiff's own evidence or may be fairly inferred from the circumstances.—*Southern Ry. Co. v. Patterson*. Supreme Court of Appeals of Virginia. 52 S. E. 694.

In order to defeat a suit to enforce a contract on the ground that its enforcement is sought to aid and facilitate the carrying out of an illegal combination in restraint of trade, it must appear that the contract is directly connected with such unlawful purpose, and not merely collateral thereto.—*Camors-McConnell Co. v. McConnell*. Circuit Court, S. D. Alabama. 140 Fed. 412.

In an action against a railroad for destroying property by negligently emitting sparks from an engine, whether the engine was operated near enough in point of time and position, and in the proper direction with reference to the wind, to have caused the fire, was a question for the jury.—*Alabama Great Southern R.*

Co. v. Clark. Supreme Court of Alabama. 39 South. 816.

A party to an arbitration does not waive his right to assail the award by not withdrawing his submission on refusal of the arbitrators to receive or consider depositions on his behalf, where, by positive and timely protest against their action, he makes plain his intention not to waive his rights in the premises.—*Roberts Bros. v. Consumers Can Co.* Court of Appeals of Maryland. 62 Atl. 585.

Where a foreign corporation sold grain to a domestic partnership and delivered grain of a quality inferior to that contracted for, the purchaser's demand for damages became due immediately upon the delivery of the grain and the payment of the agreed price, and hence the purchaser was entitled to sue out an attachment at that time.—*John E. Hall Commission Co. v. R. L. Crook & Co.* Supreme Court of Mississippi. 40 South. 20.

Where, in an action against connecting carriers for injuries to cotton shipped, the evidence disclosed that the cotton was wet while in the hands of one of such carriers, it was not prejudiced by the court's failure to specifically place the burden on plaintiff to show that the cotton was not wet or damaged prior to its coming into the hands of such carrier.—*Houston & T. C. Ry. Co. v. Bath*. Court of Civil Appeals of Texas. 90 S. W. 56.

It is not negligence per se for one to build a warehouse used for storing barrels of kerosene oil within a few inches of a railroad's right of way, and the construction of the warehouse in such position does not as a matter of law preclude a recovery for the destruction of the warehouse by a fire resulting, not from accident, but from the negligence of the operatives of a passing train.—*Southern Ry. Co. v. Patterson*. Supreme Court of Appeals of Virginia. 52 S. E. 694.

An inspection of property shipped by a common carrier in sealed cars, unauthorily permitted by such carrier at the point of destination, in consequence of which the consignor, who was also the consignee, was prevented from consummating a contemplated sale thereof, does not amount to a wrongful delivery by the common carrier, so as to make it liable for the value of the property as for a conversion thereof.—*Dudley v. Chicago, M. & St. P. Ry. Co.* Supreme Court of Appeals of West Virginia. 52 S. E. 718.

When a carrier is guilty of a conversion resulting from a wrong delivery, he cannot take advantage of a stipulation in a B/L which provides that "claims for loss or damage must be made in writing to the agent at the point of delivery promptly after the arrival of the property, and if delayed more than 30 days after delivery of the property, or after due time for the delivery thereof, no carrier hereunder shall be liable in any event."—*Merchants & Miners Transp. Co. v. Moore & Co.* Supreme Court of Georgia. 52 S. E. 802.

Where defendant sold plaintiff corn at "official grade," and on arrival of the corn plaintiff wrote that the cars were off grade, accompanying the letter by a statement of the grades, and defendant replied that plaintiff should unload the corn and draw on defendants for difference on misgrades, the contract as modified meant that the official grading was waived, and that the grade given by plaintiff, if correct, must be accepted as a compliance with the contract.—*Flanagan Mills & Elevator Co. v. Geo. A. Adams Grain Co.* Kansas City Court of Appeals. 90 S. W. 1035.

A clause of a contract of carriage that the carrier shall not be liable for damages on account of any demand for a greater freight rate than mentioned in the contract, but shall only be liable to pay the amount of excess freight charges which may be demanded, has no application where the excessive freight rate is demanded but not paid, and suit is brought, not to recover the amount of excess, but for damages for refusal to deliver the property and illegally detaining the same.—*Southern Kansas Ry. Co. of Texas v. J. W. Burgess Co.* Court of Civil Appeals of Texas. 90 S. W. 180.

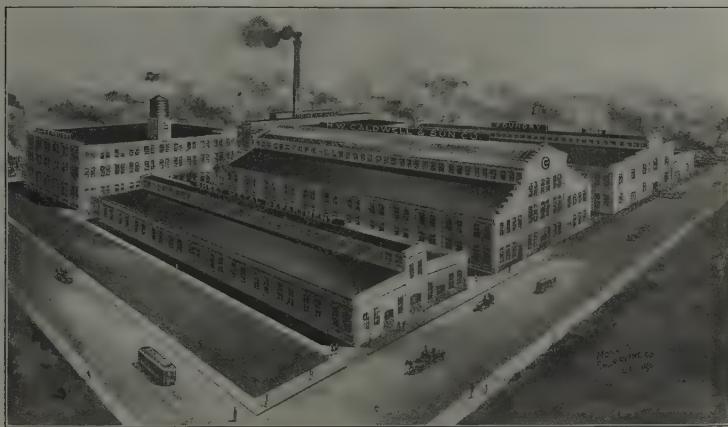
In an action against a railroad for the destruction of property situated along the right of way by fire communicated from an engine, evidence authorizing an inference that the fire was caused by a red-hot clinker of unusually large size being thrown from the tender by the fireman of the engine, or suffered to fall from the footboard and to roll down the right of way, was sufficient, as against a demurrer to the evidence and in the absence of any explanation or denial by the fireman, to establish defendant's negligence.—*Southern Ry. Co. v. Patterson*. Supreme Court of Appeals of Virginia. 52 S. E. 694.

An answer to an alternative writ of mandamus to compel a telegraph company to sell and deliver to relator the continuous market quotations of a board of trade, which sets out in full a contract between itself and the board of trade relative to the sale of the quotations, but which does not set out the tenor of the contract, nor declare its effect on the performance of the service required of the company by the alternative writ, is insufficient, proper practice requiring a pleader to state the facts growing out of the writing exhibited on which he relies as constituting a cause of action or defense.—*Western Union Tel. Co. v. State ex rel. Hammond Elevator Co.* Supreme Court of Indiana. 76 N. E. 100.

A consignee of certain corn, on being notified of arrival, refused to accept the same unless the carrier would agree to allow him damages for an alleged shortage. After negotiations the carrier agreed to allow for the shortage, but insisted on collecting demurrage during the negotiations, which the consignee refused to pay, whereupon the carrier sold the corn, and after paying all charges due it had an overplus in its hands arising from the proceeds of the sale. Held that the consignee, in an action against the carrier for alleged conversion, was entitled to judgment for such overplus, though the carrier was entitled to the charges and demurrage claimed.—*Spurlock v. Missouri, K. & T. Ry. Co.* Court of Civil Appeals of Texas. 90 S. W. 1124.

Plaintiff sued to have it adjudged that he was a member of a certain voluntary association and to restrain its officers from interfering with his rights of membership. The answer pleaded plaintiff's expulsion after due trial. Held that the burden was on defendant to prove service of notice of the charges against plaintiff, and, where plaintiff testified that all that he received was the summons to appear before the directors, such burden was not sustained by evidence of defendant's secretary that he put the charges in an envelope containing the summons, and the testimony of a messenger that he delivered the envelope to plaintiff, though he did not know the contents.—*Williamson v. Randolph, pres. Consolidated Exchange*. Supreme Court of New York. 96 N. Y. Supp. 644.

The constitution of a stock exchange provided that every member on the day of his admission should sign the constitution of the exchange and pledge himself to abide by the same and all subsequent amendments on penalty of forfeiture of his seat, and also declared that the seat of a member might be sold by the exchange, and the proceeds applied to the member's contracts, debts, or obligations with or to other members of the exchange, to the exclusion of other creditors of the member. Held that, where complainant furnished the money with which to purchase a seat in the exchange in the name of his partner, complainant was not entitled to restrain a sale thereof for the payment of his partner's individual debts to other members of the exchange in accordance with such provisions of the constitution, on the ground that his partner held the title to the seat in trust for complainant.—*Zell v. Baltimore Stock Exchange. Court of Appeals of Maryland.* 62 Atl. 808.



Philippine Imports and Exports.

Philippine imports of breadstuffs during the 11 months prior to Dec. 1, 1905, were 103,566 bus. of grain and 159,580 barrels of wheat flour; compared with 68,830 bus. of grain and 171,397 barrels of wheat flour for the same months of 1904.

Hay imports for the 11 months were 3,378 tons; compared with 3,635 tons for the same months of 1904.

Rice imports for the 11 months were 466,825,803 pounds; compared with 560,296,632 pounds for the same months of 1904.

Imports of beans and peas during the 11 months were 45,813 bus.; compared with 37,673 bus. for the same months of 1904.

Exports of hemp during the 11 months were 119,465 tons; compared with 112,771 tons for the same months of 1904, as reported by the War Department.

The April 10 report of the U. S. Department of Agri. will state the condition of two winter grains, wheat and rye.

In reference to the demand made for some way to separate common wheat from macaroni Professor W. A. Wheeler, of the South Dakota experiment station, says: "It is a practical impossibility to separate macaroni wheat from bread wheat in a mixture of the 2 kinds. Where there is a great difference in the size of the 2 grains it may be done by screening, but I have known of no one ever having made a separation."

New Foundry for Grain Handling Machinery.

The manufacture of large pulleys, band wheels, fly wheels, sheaves, gears and other heavy castings to which the H. W. Caldwell & Son Co. has given increased attention since its acquirement more than four years ago of the patterns and molding machines for the manufacture of the Walker Machine Molded Gears and other heavy power transmitting machinery, has made such a steady growth, together with the company's regular needs in the way of castings, that the company has been compelled to add to its plant the large new foundry shown in the background of the engraving here-with.

The foundry building is 115 ft. wide and 184 ft. long. In the center bay is a pit 50 ft. in diameter and 10 ft. deep for molding fly wheels, band wheels and heavy work. Over the central bay is an electric traveling crane of 20 tons ca-

pacity, with an auxiliary 5-ton hoist. The charging and storage floor is over one of the 32-ft. side bays, and over the opposite bay is a 32-ft. gallery the full length of building for snap flask and bench molding.

Narrow gage tracks and trucks run along the charging floor and gallery and along both sides of the main bay; and the material is raised to the upper floor by electric elevators. The melting capacity of the present cupola is 12 to 14 tons an hour, and arrangements have been made for another and larger cupola.

This new foundry has not only added to the Caldwell Co.'s line larger and heavier work than has hitherto been possible, but has enabled it to give customers a service prompter and satisfactory in all lines. The installation, some time ago, of a Niles Boring and Turning Mill capable of finishing castings as large as 20-foot diameter and 8-foot face also enables the H. W. Caldwell & Son Co. to furnish heavy castings finished as well as in the rough.

Peanut growers of Tennessee contemplate combining to pull the market.

The United States of Colombia, South America, has placed a duty on imported flour to protect the domestic wheat grower.

The New York Cotton Exchange has won its suit against the Memphis bucket-shop men, to enjoin them from using its quotations.

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Mfrs. of the Minster Friction Clutch Pulley Friction Clutch with a lined sleeve, to which wood split pulleys, sprockets, gears, etc., can be attached. Catalog and prices on application.



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Purifying Grain

Has Come to Stay.

Our best grain handlers recognize this and are preparing themselves for the inevitable by installing our

PURIFYING SYSTEM

and thus fortifying themselves against competition and picking the plums the other fellow cannot reach. There are too many stained oats in this year's crop to permit of fair margins without purifying. Write us for descriptive booklet and samples. It's worth your while.

Caldwell & Barr Earl Park, Indiana.

NOTE.—We have been granted and now own four U. S. Letters Patents covering the art and method used for purifying grain. Unauthorized parties who do not own any patents, and who have no license to operate under any patents, are endeavoring to construct and sell purifying or bleaching plants. Elevator owners, in order to protect themselves, are advised to enter into an authorized parties to give them a thoroughly good and responsible indemnifying bond against costs of infringement suits and damages, as shall constitute infringement proceedings against elevator owners in every case where our patents are infringed.

Patents Granted

Gas Engine. No. 816,062. Ira S. Barnett, Louisville, Ky.

Sparking Ignition Mechanism. No. 816,472. John F. Johnson, Chester, Pa.

Carburetor for Explosive Engines. No. 815,712. John H. Johnston, Paris, France.

Carburetor for Explosive Motors. No. 817,051. Herman G. Doman, Oshkosh, Wis.

Sparking Igniter for Gasoline Engines. No. 816,990. John C. McLachlan, Toronto, Ont.

Igniter for Internal Combustion Engines. No. 817,104. Arthur C. Curtis, Golden, Colo.

Gas Engine. No. 816,549. Wm. Heckert, Findlay, O., assignor of $\frac{1}{2}$ to Henry W. Seney, Toledo, O.

Internal Combustion Engine. No. 815,802. Albert De Dion and Georges Bouton, Puteaux, France.

Carburetor for Petroleum Motors. No. 816,846. Ferdinand Charron and Leonce Girardot, Paris, France.

Explosive Engine. No. 816,109. Thos. J. Lutz, Jr., Mansfield, O., assignor of $\frac{1}{2}$ to A. Kallmerten, Mansfield.

Internal Combustion Engine. No. 815,492. Francis M. Uhler, Lincoln, Neb., assignor of $\frac{1}{2}$ to Geo. W. Davis, Lincoln.

Tandem Gas Engine. No. 816,215. Leopold F. Burger, Anderson, Ind., assignor to Woolley Foundry & Machine Works, Anderson.

Valve Controlling Mechanism for Gas Engines. No. 816,817. Henry J. Podlesak, Chicago, Ill., assignor to International Harvester Co.

Valve Mechanism for Gas Engines. No. 816,047. Cassius M. Smith and Solon B. Welcome, Los Angeles, Cal., assignors to Western Iron Works.

Igniting Device for Hydrocarbon Engines. No. 816,083. Fay O. Farwell, Dubuque, Ia., assignor of $\frac{1}{2}$ to The Adams Co., Dubuque.

Explosion Engine. No. 814,287. Rudolf Hartwig, Ruttenscheid, near Essen on the Ruhr, Germany, assignor to Fried. Kruck, Aktiengesellschaft.

Grain Elevator and Wagon Dump. No. 816,017. (see cut) Robert J. Jones, Barneston, Neb. The invention is an apparatus for raising the front wheels of a wagon on the dump. It consists of a supporting platform, a lifting frame, elevating screws secured to the frame, a reversing driving mechanism in connection with the elevating screws, a lever to actuate the driving mechanism.

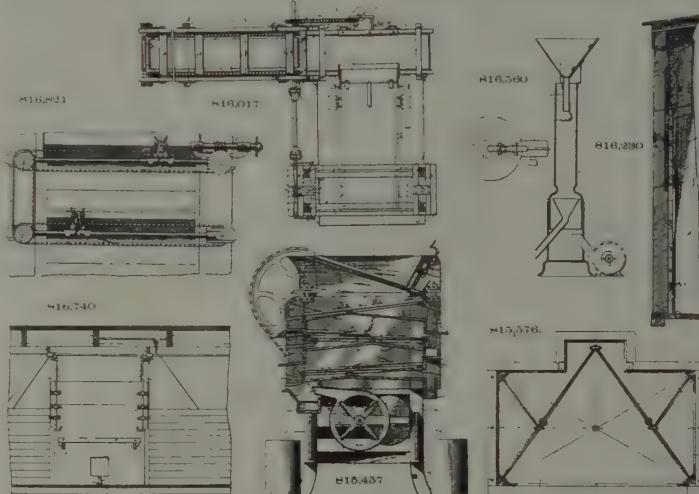
Concrete Foundation for Scales. No. 815,576. (see cut) Geo. H. Birchard, Lincoln, Neb. Inclosing the scale platform on all sides are concrete side and end walls having pockets at the corners. The scale supporting beams are supported in the pockets and fastened to bolts anchored in the walls. A base plate underlies the entire scale and is formed of concrete and molded *in situ* with the walls.

Grain Cleaning and Separating Machine. No. 815,457. (see cut) Philip Moon, Brandon, Canada. The reciprocating screen casing contains oppositely inclined platforms. An upper screen

frame contains a coarse and a fine screen; and at lower planes in the casing are frames containing coarse screens at different planes. Each of the frames contains a fine screen in substantially the plane of one of the coarse screens.

Grain Door. No. 816,740. (see cut) John Riley, Minneapolis, Minn., a track suspended over the door opening of the car extends along the side of the car beyond the opening and is provided with sliding hangers, rods swiveled in the hangers and having their lower ends inwardly turned forming hooks. The door is swung inwardly to a position beneath the roof, the upper section of the door being moved to the upper ends of the rods.

Seed Cleaning Apparatus. No. 816,560. (see cut) Daniel P. Cooley, Granby, Conn., assignor of $\frac{1}{2}$ to Theodore G. Case, Hartford, Conn. In a base is mounted a tubular cleaning chamber having its lower end enlarged to form a shoulder with a delivery funnel mounted at top. A receiving funnel extends into the bottom of the cleaning chamber to form an annular passage for an air blast from the fan. The tubular cleaning chamber and the receiving funnel are adjustable to increase or diminish the size of the air blast.



Sieve Cleaner for Grain Separators. No. 816,821. (see cut) Faustin Prinz, Milwaukee, Wis. The scraper is revoluble and capable of vertical movement about its longitudinally disposed shaft. The blades of the scraper are so disposed on opposite sides of the shaft that at least two of the blades will bear upon the screen at oppositely disposed lines to steady the scraper in its movement. Normally the blades rest and slide on the surface of the screen, but on meeting with abnormal resistance from an obstruction on the screen surface they turn over.

Grain Door. No. 816,230 (see cut) Edward A. Hill, Chicago, Ill., assignor to Chicago Grain Door Co., Chicago. The inner face of each door post is provided with a rabbeted channel, opposite to the rabbet being vertically arranged guide rods, each rod having a shoulder near its upper end. The door is in upper and lower sections, both independently slideable on the guide rods. The connections between the upper door section and the guide rods comprises a pair of arms mounted one adjacent to each of the up-

per corners, each arm being provided with a semi-circular eye, the flat side of which is nearest the guide rod.

Seeds

The free seed graft is doomed. Hurrah!

S. W. Hunter has engaged in the seed business at Regina, Sask.

Mangelsdorf Bros., of Atchison, Kan., are doing a considerable wholesale business in field and grass seeds.

Horace B. Conklin, Binghamton, N. Y., has registered the letters "I X L" as a trademark for field seeds and grass seeds.

The Barteldes Seed House at Lawrence, Kan., has just received the gold medal which it won at the Louisiana Purchase Exposition.

Cow peas because of their rapid growth overshadow such useless plants as pursley, amaranth, ragweed, mallow, vervain, ironweed and stramonium.

The first man to start the mail order seed trade is said to have been Benjamin K. Bliss, a druggist of Springfield, Mass.,

who opened a seed store in New York in 1864.

Nitrogen cultures and the misrepresentation concerning soil inoculation is the subject of press bulletin No. 2, recently issued by the Iowa State College, Ames, Iowa.

Farmers are warned by the U. S. Dept. of Agri. to beware of nitrogen fixing cultures which are being placed on the market by some seed companies. Circular No. 16 tells about the frauds.

Mr. Votaw—"Our congressman is certainly an obliging man. He told me he would be pleased to send me some seed." Mrs. Votaw—"Oh, John, ask him if he will send us some bird seed."

The experience of many farmers with alfalfa and red clover is reported in Bulletin No. 94 of the South Dakota Agri. College, Brookings, S. D. Clover winters perfectly in some sections of the state.

A consignment of three carloads of clover seed was recently shipped from Cloverdale, Ind., to Crawfordsville. It is the most valuable shipment ever sent

from Putnam county, representing \$20,000.

For stealing a bushel of timothy seed from a freight car at Toledo, O., recently, Leonard Nolta was sentenced to the works for 30 days and fined \$50 and costs. Hereafter he will find it cheaper to buy his seed.

About 40 farmers near Kamrar, Ia., this spring bot timothy and clover seed valued at \$500 only to find it so full of canada thistle and buckhorn seed that it had to be burned and another lot purchased. The seed was bot at Sioux City, tested and the extent of the adulteration exposed by the state college at Ames.

A Virginia postmaster writes: Each year a great mass of packages come under frank, and about half of them are addressed to persons who are dead or moved away—some of them ten to fifteen years—yet the seeds continue to come. Not ten in a thousand persons care a fig for them and take them reluctantly. One man said he would give them to his fowls.

Illinois produced 64,625 bus. of timothy seed in 1905, reports W. C. Garrard, secy. of the state board of agri. This is the smallest crop on record. The crop of 1877 was 483,571 bus., but it has since been steadily on the decline. The crop of 1881 was worth the most money, \$1,108,980, and amounted to 427,000 bus. Last year's crop was valued at only \$111,784.

A prominent seedman calls attention to the fact that even if mailed in packages of five packets, as the Dept. of Agri. sends them out, the seedmen would have to pay full letter postage, or 32 cents a pound, as the outside packages are sealed. Under such conditions the increased revenue to the government would amount to \$220,800, as there are 690,000 pounds distributed. Then, too, the government would save what it pays for transporting the stuff.

Our English farmers have found more money to be made growing seed than corn. Given a fine September, it looks as if England will produce the bulk of the requirements of red for the U. K. On the top of this we have the increasing production of Chilian red. It looks, consequently, as if—with the possible production of this and English seed—the chances of America, Canada and Europe finding a market in England are declining to zero.—*London Corn Circular*.

Clover seed receipts at Toledo for the week ending Apr. 7 were 840 bags; compared with 355 bags for the corresponding week of 1905. Receipts for the season have been 75,213 bags; compared with 77,186 bags during the same period of last year. Shipments for the week ending Apr. 7 were 9,529 bags, the largest of the season; compared with 4,682 bags for the corresponding week of 1905. Shipments for the season have been 67,483 bags; compared with 81,037 bags for the corresponding period of last season.

Clover seed for March delivery at Toledo sold late in March for about \$1.50 less than the high point reached during the winter. Snow and cold stopped the demand the middle of March. Buyers held off during the cold weather, and the subsequent decline, during which tired holders sold out small lots. Foreign seed is said to have supplied part of the eastern demand, and was attracted here by the budge to \$8.77 in February during the spring-like weather. The market now is in splendid condition to respond to bright, warm days.

Seed receipts at Chicago during the week ending Apr. 7 were 476,935 pounds

of timothy seed, 37,750 pounds of clover seed, 526,733 pounds of other grass seeds, and 40,500 bus. of flaxseed; compared with 1,766,587 pounds of timothy seed, 11,600 pounds of clover seed, 551,785 pounds of other grass seeds, and 9,900 bus. of flaxseed for the corresponding week of 1905. Shipments for the week ending Apr. 7 were 419,525 pounds of timothy seed, 39,150 pounds of clover seed, and 768,265 pounds of other grass seeds; compared with 309,310 pounds of timothy seed, 97,406 pounds of clover seed, 1,274,518 pounds of other grass seeds, and 1,458 bus. of flaxseed for the same week of last year.

Clover seed has ruled rather firm all week. The change in the weather a week ago brought in big orders for cash. Toledo dealers who had their off grades hedged with sales of April had to buy in the April, some shorts came in to cover and there has been a big trade, April selling as high as \$7.80, cash \$7.85. Shipments out have been very large and the stock here shows a good increase. We understand that some parties in the East not alone bought April but also took some cash, and this seems strange in the face of all the talk going around about so much foreign seed coming in down there, etc. Receipts have been small and we don't look for much increase. A good share of the stock here is held by a few parties who held it during the recent bad slump and who seem to think there will be a big demand all this month.—J. F. Zahn & Co.

The condition of seeds in Missouri, as reported Apr. 5 by Geo. B. Ellis, secy. Board of Agri., is 73 in clover seed and 85 in timothy seed, compared with 94 in clover seed and 66 in timothy seed at the same time of 1905. The timothy meadows are in the worst condition recorded for 5 years. They started into the winter in poor condition, and the consequent freeze and thaw, ending with the excessive wet weather, has caused the damage. Reports say that fully one-half the fall seedage is dead, and that in some instances old meadows are dying. Clover, while slightly below, is nearer the usual average. It has frozen out worse than timothy. A few counties in the southern section have been greatly damaged, ranging from 35 to 65 per cent in extent. A strip about two counties wide, extending from Benton and Camden counties, northeast to Ralls, Pike and Lincoln, is badly damaged. Mercer, DeKalb, Barton, Butler and Dunklin report the condition as 100.

I have been informed that the aggregate weight of vegetable and flower seeds distributed annually by the Department of Agriculture under frank is 690,000 pounds. The estimated number of packages is 7,300,000. Computing at the lowest estimate—five cents a pound—the cost of handling this matter is \$34,500. It is self-evident that the 7,300,000 packages clog the mails and take up the time of a large number of clerks and carriers which might be otherwise profitably employed. For instance, if the combined time of all the clerks and carriers handling one of these packages is estimated at one minute, from the time the package is mailed until it is delivered it would amount to the time of 50 employees working 8 hours a day throughout the year, which, at an average salary of \$1,000, means \$50,000 worth of time. It is more likely, however, that at least 5 minutes of time in the aggregate is consumed, including the delivery of the packages, which means an outlay of \$250,000 in clerk and carrier hire on this account.—Postmaster General Cortelyou.

The Burlington Route

calls attention to manufacturers seeking a new location to its Industrial Department. This department is established for the benefit of manufacturers. Information on the three R's of manufacturing—Power, Raw Material, Market—can be had by writing



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SHORT OF AIR

THE KNICKERBOCKER COMPANY
511 Liberty Street JACKSON, MICHIGAN

The GRAIN DEALERS JOURNAL.

Plans of a Large Steel Working House with Concrete Storage Tanks.

The days of the wooden elevator are rapidly diminishing. Each big fire gives additional encouragement to the grain men to use fire-proof material in the construction of new elevators. The rapidly advancing price of wood and the difficulty in obtaining it promptly, even at any price, are also assisting in the promotion of the cause of fire-proof materials.

In spite of the high cost of wood and its inflammability, some large elevators will be built of such material, but each new season brings forth new ideas in the construction of fire-proof plants and it seems certain that the time is not far distant when wood will no longer be considered in plants where large quantities of grain are to be stored. The fire hazard in wood plants and the cost of insurance when fairly assessed are such as to prohibit the use of this material.

Illustrated herewith is a design of a fire-proof grain storage plant which is made up of concrete storage bins and a steel working house with the first story giving a clearance of 16 ft. The concrete bins or tanks adjoining can be multiplied indefinitely to obtain any storage desired. The circular bins adjoin one another and the spaces between are also used for storage, all bins having hopper bottoms. These concrete bins are 29 ft.

in. diameter and 89 ft. high, the grain being delivered to them by means of a 36-in. belt conveyor through a fire-proof conveyor gallery above. The grain is removed by a 36-in. belt conveyor in tunnel underneath.

The steel working house is 126x120 and 185 ft. high. Each of its four receiving tracks has three receiving pits of 1,500 bus. capacity, so that twelve cars can be unloaded simultaneously. Six receiving and four shipping legs are provided for elevating the grain to the ten 1,600-bus. steel garners above the ten steel scale hoppers in cupola.

The story below the hoppers is provided for the weighmen and the scale beams. Below this are the distributing spouts, which facilitate the spouting of grain from any hopper to any one of the sixty bins in the working house or to the conveyor belts which carry grain out to boats or to the storage tanks adjacent.

A large tower is built up from the engine room beside the working house, in which are housed the rope drive, a spiral steel stairway and the passenger elevator. The plant was designed by James Stewart & Co.

Beginning Mar. 1 the government has devoted the weekly weather bulletin to weather, omitting all the crop reports hitherto given.

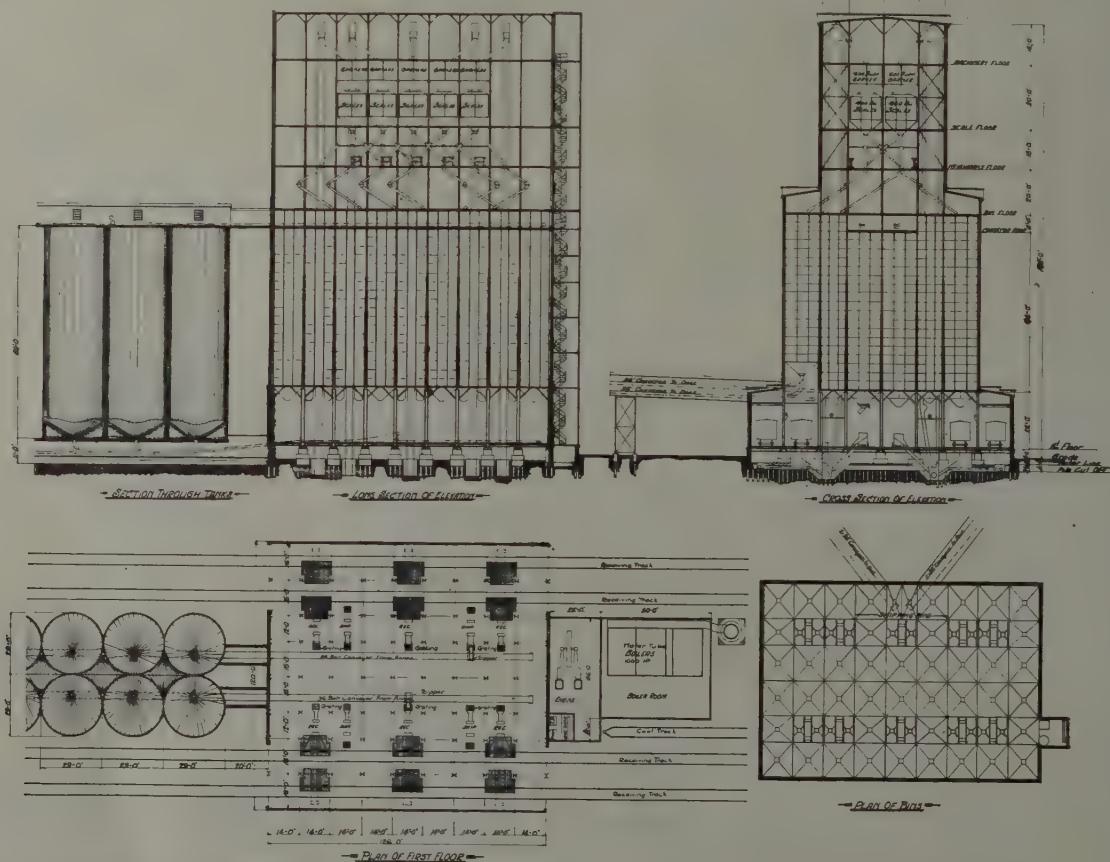
"What goes up must come down." "Oh, I don't know. I once invested some coin in a get-rich-quick enterprise that went up and stayed up."

Books Received

PROCEEDINGS AMERICAN FOREST CONGRESS.—The proceedings of the congress held at Washington, D. C., Jan. 2 to 6, under the auspices of the American Forestry Ass'n., are given in full in a cloth covered volume of 474 pages published by the Ass'n., from the press of the H. M. Suter Publishing Co., Washington, D. C.

REPORT OF NATIONAL HAY ASS'N.—The report of the 12th annual convention of the National Hay Ass'n., which was held at Toledo, O., July 18-20, has been published in a neat volume of 268 pages, containing a history of the ass'n., report of the officers, reports of committees, the arbitration rules of the association, reports of arbitration committees in different cases, report of P. E. Goodrich, secy and treas., all the proceedings of the convention and a directory of the membership.

OFFICIAL RAILWAY GUIDE.—The Official Guide of the Railways and Steam Navigation Lines of the United States, Porto Rico, Canada, Mexico and Cuba is a monthly publication giving the current time tables in effect, maps, mileage, lists of stations, connections and officials, ocean, coastwise and river navigation routes. Among the data given are express and telegraph companies doing business on each road, list of railway ass'ns. and their officers, names of officials composing the railroad commissions of each of the states and the Interstate Com-



Plans of Large Steel Working House with Concrete Tank Storage Annex.

merce Commission. Paper; 1,250 pages; the National Railway Publication Co., New York; price, \$1.

Representative Marshall of North Dakota on Mar. 2 appeared before the committee on ways and means to support his bill for the removal of the internal revenue tax on denatured alcohol. He urged that the bill is intended to afford the great farming interests of the country cheaper fuel and light. Mr. Marshall said many farming communities are unable to get satisfactory gasoline and kerosene for power and lighting purposes at a reasonable price and insisted that farmers should be enabled to utilize their grain in making fuel and illuminating fluid. Dr. H. W. Wiley, chief of the bureau of chemistry; Representatives Murdock of Kansas,

Steenerson of Minnesota and Hoar of Massachusetts also spoke in favor of the bill. Secy. Shaw favored the movement and said the revenues of the country are now in such condition that the government could well afford to remove the tax on denatured alcohol.

Stock brokers are required to deposit \$100,000 as security for the public under the provisions of a bill introduced in the New York legislature.

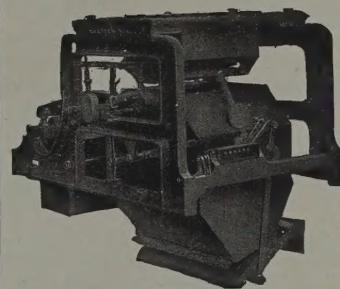
A gift-bearing Greek is properly feared, but not nearly so much as an amendment-bearing Senator. Note the rate bill for confirmation.—*Farm Machinery*.

The steel trust millionaire who lost \$150,000 in wheat after carrying the grain over a year does not care whether the commission was $\frac{1}{8}$ or $\frac{1}{4}$ cent per bu.

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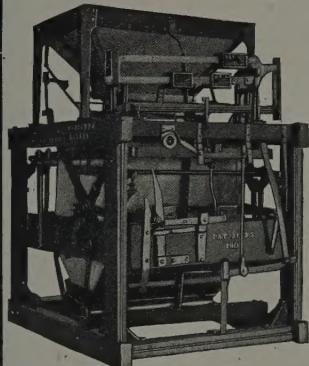
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MARIETTA - - - KANSAS



How's this for Accuracy?

1/24 of 1 per cent.

Osborne, Ohio, March 17, 1906.

We this day unloaded the wheat from cars L. S. & M. S. No. 45534 and Erie No. 75054 into elevator C of Tranchant & Finnell at Osborne, Ohio.

The wheat was first run through an American Grain Meter, with which the above elevator is equipped, and automatically weighed.

This grain meter discharges directly into a Fairbanks Hopper Scale where the wheat from car No. 45534 was again weighed in fifteen bushel drafts. The results were as follows:

	Weighed by American Grain Meter	Weighed by Fairbanks Hopper Scales
Car No. 45534	998.23 Bu.	997.58
Car No. 75054	1000.26 "	* * *

Signed, J. E. Heedwohl, Weighmaster.

Personally appeared before R. H. Swadner, a Justice of the Peace in and for Bath Township, Greene County, Ohio, J. E. Heedwohl, who solemnly swears the above statement is correct.

R. H. Swadner, J. P.

The above two cars of wheat were shipped to us from Chicago, and the official weights were L. S. & M. S. No. 45534, 1000 Bus, and Erie No. 75054, 60000 lbs.

The simplicity of the American Grain Meter and its accuracy ought to appeal to all handlers of grain in car loads. We regard it as an indispensable adjunct to our elevator, as it makes no mistakes and saves the expense of weighing on hopper scales.

TRANCHANT & FINNELL.

AMERICAN GRAIN METER CO., Springfield, O.

Great Western Mfg. Co., Kansas City
Allen P. Ely & Co., - - - Omaha
Brown & Varney, - - - Cincinnati

J. R. Detweiler, - - - Chicago
Robt. Craig, - - - Minneapolis
Robinson, - - - Des Moines

THE AMERICAN GRAIN METER

Grain Carriers

The Welland Canal will be opened Apr. 16.

The Cincinnati, New Orleans & Texas Pacific has ordered 5,000 freight cars.

The Pennsylvania Railroad is about to purchase 20,000 additional freight cars.

The Chicago Great Western will purchase 1,000 freight cars which are greatly needed.

For 1906 delivery the Northern Pacific has ordered 182 locomotives and 6,150 freight cars.

Senator Dolliver in the senate Apr. 5 said the railroads had spent \$2,000,000 to antagonize railway rate legislation.

The ice is now 15 inches thick in Mud Lake, between Lakes Superior and Huron. Boats are not expected to pass thru before Apr. 15.

A map of the transportation routes and systems of the world, by land and sea, has recently been issued by the government Bureau of Statistics.

The Winnipeg Grain Exchange has telegraphed D. W. Bole, M. P., urging that the government break the ice at Port Arthur at the earliest possible moment.

No steps toward adjustment of the grain rate controversy were taken at the joint meeting of the Southeastern and the Southeastern Mississippi Valley Freight Ass'ts at Louisville, Ky., recently.

Among the first charters of the season at Chicago were the steamer John Oades, Mar. 29, for 100,000 bus. oats to Sarnia, Ont., and the steamer City of Naples for 130,000 bus. corn to Buffalo at 1½c.

Present rates on grain from Chicago to the seaboard will remain in effect until Apr. 30. A meeting of traffic officials will be held at Chicago Apr. 24 to decide on the rates to be effective May 1.

The Columbus & Lake Michigan, which runs from Lima to Defiance, O., is to be built on to Columbus, 80 miles, and from Defiance to Lake Michigan, 205 miles. Grading is to begin this spring between Lima and Columbus.

Tillman is working for an early vote on the rate bill. In a tilt with Elkins Apr. 6 Tillman said "I hope the senator is not disgruntled because some petitions have been sent me from his state concerning railroad conditions there."

Rates on grain, Buffalo to Boston, ex-lake for export, have been made by the Boston & Maine, effective on the opening of navigation and continuing until May 31. The rate is 4½c on wheat, rye and flaxseed, 4c on corn and barley, and 3c on oats.

U. S. Engineers Lydecker and Davis have recommended that the project to deepen the channels of the Great Lakes to 22 ft. be deferred, on the ground that vessels have reached their maximum size, and that the 20-ft. channels which will be completed in a year or two will be sufficient.

A jury recently acquitted R. D. Wood & Co., of Philadelphia, of the charge of accepting unlawful rebates on shipments of pipe to Winnipeg. The evidence was that the rebate had been paid, but the salesmen favored the shipper, making

the suit by the government worthless as a test case.

Over 13,000 miles of new railway lines are under contract to be built in the United States, reports the *Railway Age*. Last year North Dakota led all the states in the Union in railway building with 532 miles of new line completed, but South Dakota leads this year with 725 miles under way.

At the 18th annual convention of the National Ass'n of Railway Commissioners held at Washington Apr. 2, the following subjects were among those discussed: Amendments of Act to Regulate Commerce; Legislation; Rates and Rate Making, Powers, Duties and Work of State Railway Commissions.

Chas. England, representing the Grain Dealers National Ass'n and John W. Snyder, representing the Baltimore Chamber of Commerce, recently addressed the house committee on interstate commerce on the subject "Federal Regulation of Bills of Lading." The committee has adjourned its hearings on the uniform bill of lading for 4 weeks.

Joint use of tracks by four roads is provided for in an arrangement effected recently by the Illinois Central to gain entrance into Birmingham, Ala. The Illinois Central will build 80 miles from Corinth, Miss., to Haleyville, Ala., and from there have trackage rights over the Mobile & Ohio and the Northern Alabama via Jasper into Birmingham.

"There were three obvious and dissimilar courses open for consideration. Congress might itself prescribe the rates; or it might commit to some subordinate tribunal this duty; or it might leave with the companies the right to fix rates, subject to regulations and restrictions, as well as to that rule which is as old as the existence of common carriers, to-wit, that rates must be reasonable." Justice Brewer of the U. S. Supreme Court in the suit of the Interstate Commerce Commission against the Cincinnati, N. O. & T. P. R. R. Co., 167 U. S. 479. Constitutional objectors to the railway rate regulation bill will please note the Court states that Congress might leave the fixing of rates to a subordinate tribunal.

An amendment to the rate bill was offered by Senator Long of Kansas Apr. 2, providing for a limited court review of the Interstate Commerce Commission's orders. The amendment provides that the rate-fixing orders of the Interstate Commerce Commission shall take effect "unless suspended or set aside by the order or decree" of the United States Circuit Court. The amendment, however, limits the scope of judicial action by providing that the court shall have jurisdiction to inquire only "whether the order of the Commission was within its authority and whether it does or would operate to take away from the carrier any right secured by the constitution." Senator Cullom does not expect a vote on the bill for at least two weeks.

Alcohol used in the arts shud be tax free.

Flax wilt experiments have been most discouraging to the North Dakota station the past year. Many of the supposed immune strains have fallen victims to rust.

The Ames-Brooks Co., which is a large exporter of macaroni wheat, says every friend of the northwestern farmer shud urge the sowing of durum wheat in localities where experience has proved that it is a variety suited to their needs.

Discounts on Misgrades.

The discounts taken by buyers at the different markets vary a great deal, the buyers evidently being determined that the country shippers shall bear the entire loss, always figuring their allowance for off grades low enuf to make them-selves safe.

While this taking of liberal discounts for off grades seems universal, few buyers show liberality by paying a premium for better than contract grades. When a car sold for No. 3 is graded No. 2 the buyer pockets the difference and says nothing. When the car grades No. 4 the shipper is given his choice of several unprofitable alternatives, or in some cases the buyer refuses to handle or to assist the shipper to dispose of the consignment.

Among the discounts on corn of the last crop reported to the Grain Dealers Journal are the following:

Baltimore, contract, 2 cars graded No. 3 and discounted 7 and 8½c; 7 cars graded steamer and discounted 1 to 4½c, average 3c; 5 cars rejected discounted 15½ to 28c, average 19c.

Buffalo, No. 3, 9 cars discounted 1 to 2½c, average 1½c; 1 car no grade no discount, and two cars sold as No. 4 no grade, discounted 2 and 3½c.

Decatur, No. 3, graded No. 4 and discounted 2c.

Detroit, No. 3, 1 car graded No. 4 and discounted 1c, another car 1½c; 1 car no grade discounted 6c. One car sold as No. 4 inspected no grade and discounted 4½c.

Indianapolis, No. 3 1 car graded No. 4 and discounted 5c.

New York, No. 3, 1 car graded No. 4, discount 4c, 1 car no grade, discount 5¾c, and 2 cars graded steamer, discount 1c.

Peoria, No. 3, 2 cars inspected no grade and discounted 5½c.

Terre Haute, No. 3, 2 cars graded No. 4 and discounted 1c.

On oats the following discounts were taken:

Buffalo, 4 cars sold for No. 3 graded No. 4 and discounted ¼ to ½c; 1 car no grade discounted 2c.

Chicago, No. 3 white oats, 8 cars graded No. 4 and discounted ½ to 1½c; 1 car inspected no grade and discounted 1½c. One car sold for No. 4 inspected no grade and discounted 1c.

Cincinnati, discount on oats grading No. 4, 1c.

Hammond, Ind., discount 1c on oats sold for No. 3 and grading No. 4.

Indianapolis, No. 3, 1 car inspected No. 4 and discounted 1c, and 1 car rejected and discounted 1½c.

Kansas City, No. 3, car reported off grade and discounted 2c.

Lafayette, Ind., No. 3, inspected no grade and discounted 1c.

Memphis, 1 car No. 3 graded No. 4 and discounted 1c.

New York, No. 3, 3 cars inspected no grade and discounted 3½ to 7c.

St. Louis, 1 car No. 3 graded No. 4 and discounted 1c.

Terre Haute, No. 3 oats, 1 car inspected No. 4 and cut 2½c, and 1 car no grade, cut 5c per bu.

Sell corn whenever the bulls boost prices and calmly await the showdown, which will come in May; May is always a terror for bulls, when we have a big crop.—E. W. Wagner.

A man at Eldorado, Kan., comes out with the statement that after the maple syrup has all been exhausted from the Kansas corn cobs the pulp is made into a breakfast food, which sells at 10 cents a pound.—*Troy Times*.

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Wagon Loads Received FORM 380

For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9 1/2 x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

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Record of Cars Shipped FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

It contains 160 pages of Record Linen Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9 1/2 x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

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Grain Register No. 12 AA

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is $8\frac{1}{2} \times 14$ inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

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is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are $10\frac{1}{4} \times 16\frac{1}{4}$ inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination, Grade, Differences, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Returns.

No. 14 AA contains 76 pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

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In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; F. L.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size $10\frac{1}{2} \times 15\frac{1}{2}$ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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